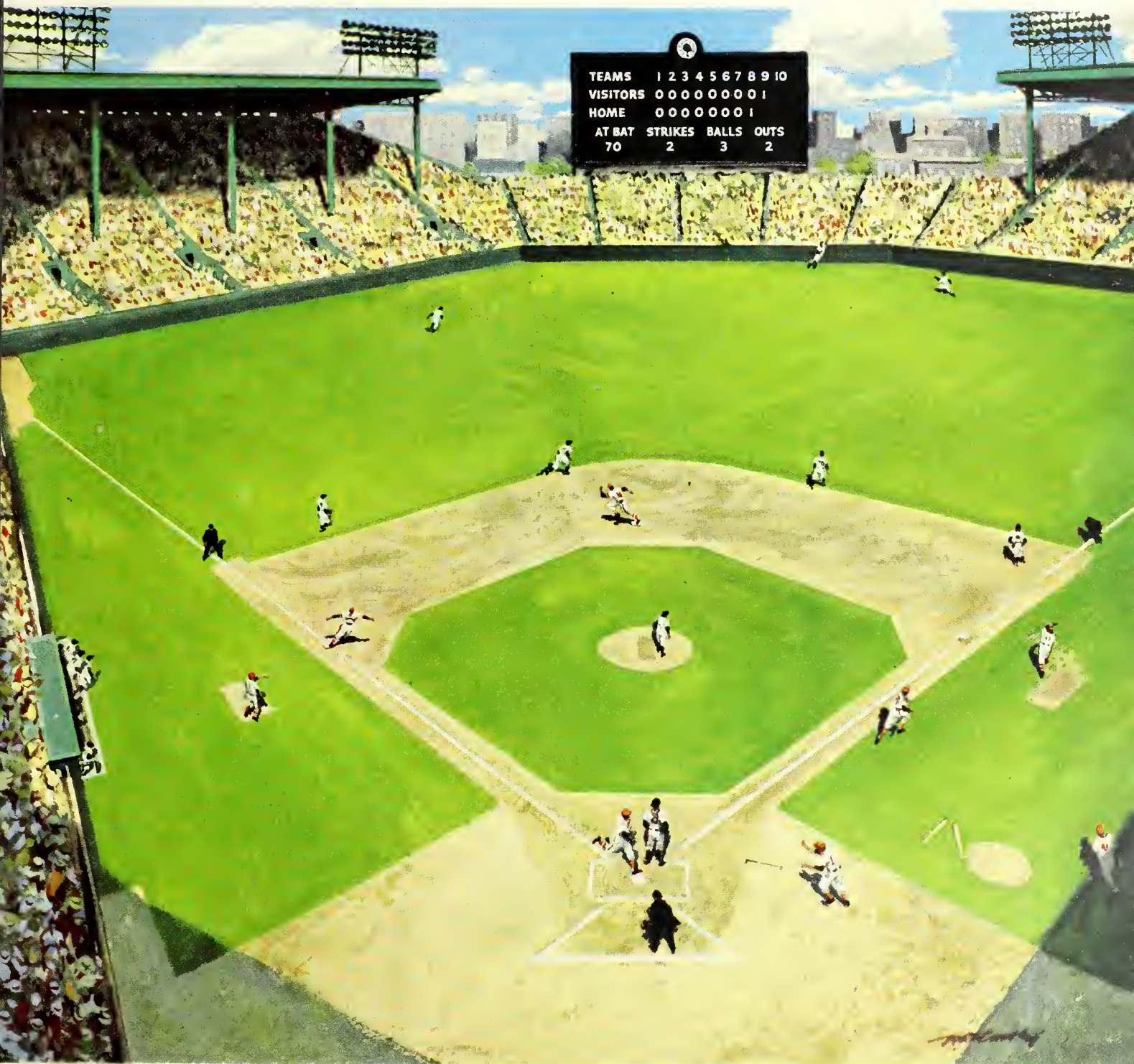


APRIL 1955

TEAMS	1	2	3	4	5	6	7	8	9	10
VISITORS	0	0	0	0	0	0	0	0	1	
HOME	0	0	0	0	0	0	0	1		
AT BAT	STRIKES			BALLS			OUTS			
70	2			3			2			







## REFLECTION *of* PERFECTION

REFLECTED in every drink you serve is the quality of the whiskey you use. And when that whiskey is Seagram's 7 Crown...every drink is sure to be a reflection of perfection!

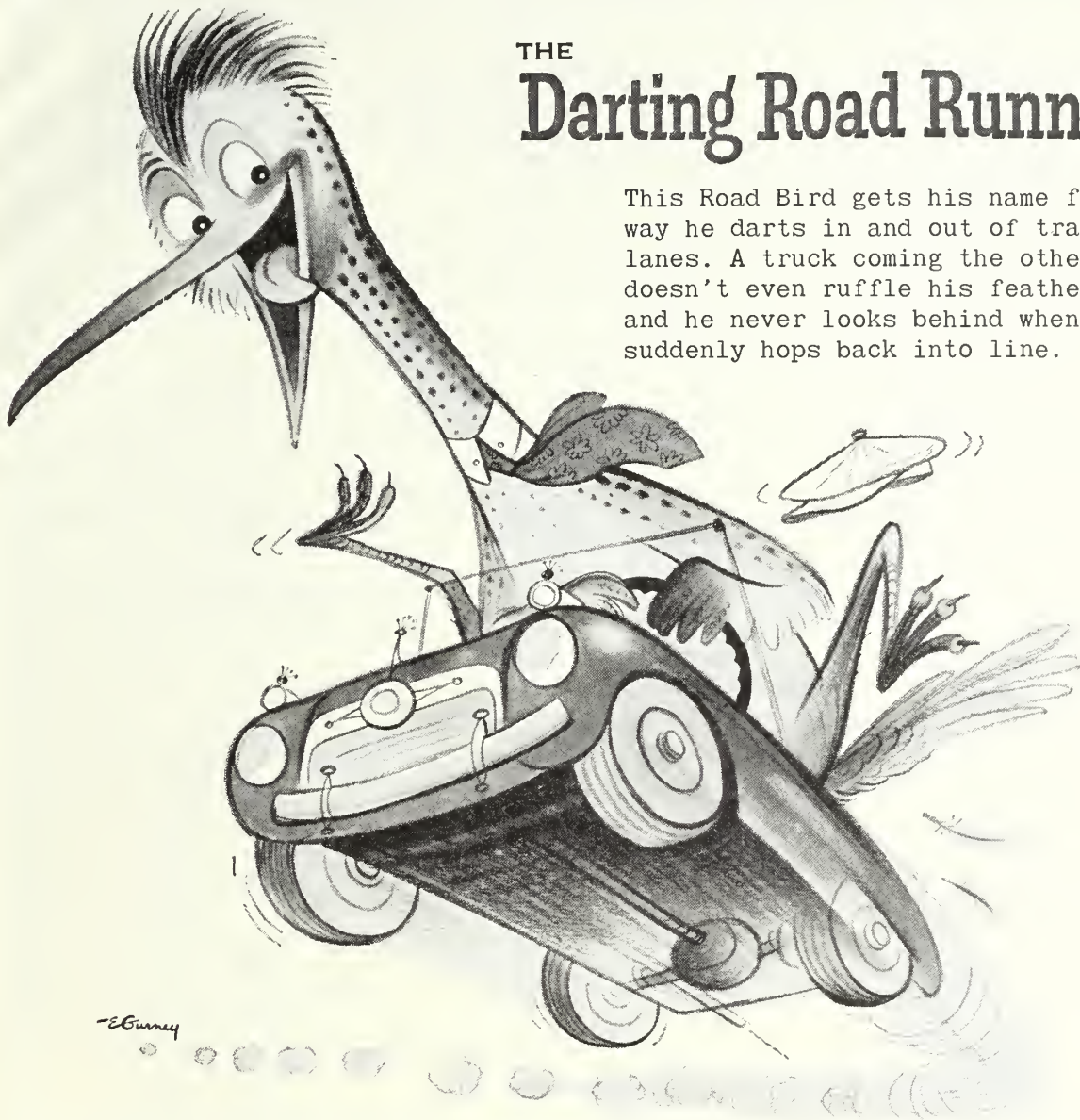


Say **Seagram's** and be **Sure**



## THE Darting Road Runner

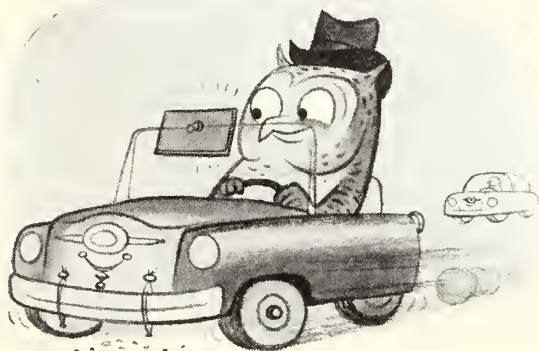
This Road Bird gets his name from the way he darts in and out of traffic lanes. A truck coming the other way doesn't even ruffle his feathers... and he never looks behind when he suddenly hops back into line.



## THE Smart Bird

makes sure the road is clear ahead before he starts to pass. And he keeps one eye on the mirror when he moves back into his lane.

The Smart Bird also plays safe with his engine. He uses premium gasoline. Premium gasoline's higher octane rating protects against engine knock and overheating. And it gives extra power for quicker, safer passing.



It's smart to use  
*premium* gasoline



**ETHYL**  
CORPORATION

SPINNING...

Smooth  
as Silk

with the  
Bronson "Jet"

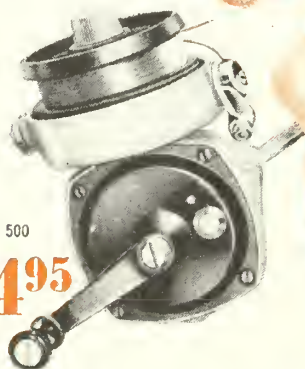
Here's polished perfection in spinning—a reel to give your casts wings—to make your aim true as an arrow. It's the Bronson "Jet"!

You'll marvel at the "Jet's" precision drag—smooth under any tension. A new pinch-free device prevents line tangle behind the spool, to assure trouble-free action. And there's no more bother with a lost drag adjusting nut—it's fixed to the spool for keeps.

For truly effortless operation, nothing compares to the "Jet's" oilite bearing and beveled nylon pinion gear. A non-reversing crank button, full bail pick-up and hardened roller guide are just a few of the other extras you'll enjoy.

Other Bronson Spinning Reels from \$4.95 to \$17.95. Bronson Reel Company, Bronson, Michigan. Division of Higbie Mfg. Co.

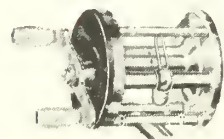
Whatever your sport—spinning, bait casting, fly fishing—there's a Bronson-made reel to make it more fun!



No. 500

\$14.95

... and in Bait Casting Reels



Bronson-made  
J. A. Cox Coronet  
No. 25-C \$33.00

The only automatic free spool casting reel. Handle disengages with cast, engages on retrieve. Gears and bearings, phosphor bronze.

12 other Bronson Bait Casting models to choose from.



FREE! Ask  
your Bronson Dealer for  
Spinning the Bronson Way  
—a "how to" booklet on spinning.



Vol. 58; No. 4; April, 1955

THE AMERICAN

# LEGION

MAGAZINE



Cover by Frank McCarthy

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Manuscripts, artwork, cartoons submitted for consideration will not be returned unless a self-addressed, stamped envelope is included.

The American Legion Executive and Administrative Offices	The American Legion Magazine Editorial & Advertising Offices	Midwestern Advertising Sales Office
Indianapolis 6, Indiana	720 Fifth Avenue New York 19, New York	Center and Monroe Streets Bloomington, Illinois

Please notify the Circulation Dep't, Publications Div., P. O. Box 1055, Indianapolis 6, Ind., of change of address, using notice Form 22-S which you may secure from your Postmaster. Remove your address label from the cover of the magazine and paste it in the space provided. Give your latest membership card number and both your new and your old address, and notify the Adjutant of your Post.

Seaborn P. Collins, National Commander, The American Legion, Indianapolis 6, Indiana

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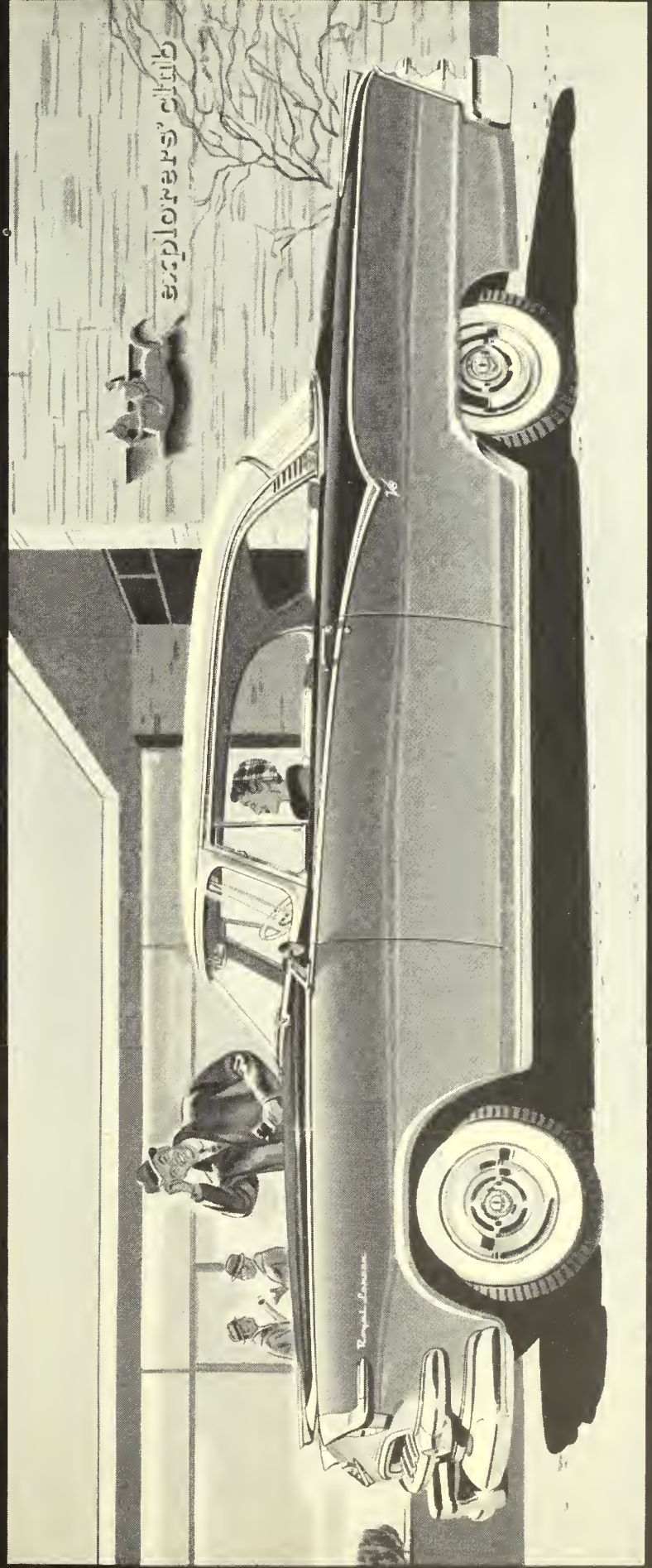
# Step up to the **BIG ONE...** **step out in STYLE!**

Stop in and see the *Big One*, the flair-fashioned '55 Dodge! It's the *Big One* in size—largest car in its price class. It's the *Big One* in styling—with taut, eager lines. It's the *Big One* in power—with a 193 hp. Super-Powered Super Ram V-8 engine. Today, see the *Big One* at your Dodge dealer's, and step out in style.

## '55 DODGE

*New Dodge Custom Royal Lancer V-8 in dramatic 3-tone styling*

FLASHES AHEAD IN STYLE





Take a note from  
sticking trumpet  
valves!



### Free your car's engine from harmful deposits to UNLOCK HORSEPOWER

Trumpet or engine, deposits can cause valves and other vital parts to stick. Then rhythm is gone and the *tune* goes sour. In your engine it means lost power, wasted gasoline, excessive wear.

Pennzoil with Z-7 disperses all harmful contaminants, lets the *Tough-Film*® lubricate completely—unlocking engine horsepower for instant response, better gasoline economy.

Next time, change to Pennzoil with Z-7 and feel the difference!

Sound your **Z** for the  
**LONG QUART**

NOW with  
**Z-7**  
the POWER  
INGREDIENT



Switch now  
at this sign . . .



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# Sound Off!

Letters published in *Sound Off* do not necessarily represent the policy of *The American Legion*, but unsigned letters will not be considered. Name withheld if requested. Keep your letters short. Address: *Sound Off*, *The American Legion Magazine*, 720 Fifth Avenue, New York 19, N. Y.

## WANTS BETTER FICTION

Sir: Your editorial in the February issue re the payment of \$179,420 to eleven ex-UN Fifth Amendment duckers emphasizes the need of a new look at this organization. Through excellent (and costly) publicity the UN has been given almost divine status, to be mentioned only in awed and worshipful words. A look at the casualties in Korea makes me wonder who did the fighting and dying. Our casualties were over 100,000 with 22,000 dead and 10,000 missing. Balance this against 3,250 for England and 896 for France! No one can deny the inherent value of the UN, and profound statements from the UN make nice reading, but I'd rather get my fiction in a bookstore.

Leo Kemper  
Sausalito, Calif.

## MEMBER-GETTERS

Sir: I've beaten Thomas Vernall's record. Between October 1 and December 31 I turned in 160 new and renewal members to this Post.

A. B. Clayton  
Scott County Post No. 24  
Georgetown, Ky.

Sir: Harold Geerdes has signed up 350 members and Harry Gimbert has signed up 548. Harry Gimbert for the past ten years has averaged between 300 to 500 members yearly.

Paul S. Tarara, Adjutant  
Wm. T. McCoy Post No. 92  
Rochester, Minn.

Sir: Frank Bonneville of this Post had 118 renewals and eight new members at December 15, and I had 105 renewals and 18 new. And we are still going out and getting more.

Harly Hogan  
John Howard Strain Post No. 139  
Alhambra, Calif.

Sir: Our champion member-getter, Algee Brooker has signed 201 to date. Since our Post has a total membership of 388, Brooker has signed 52% of our membership. Who can beat this record?

Warren H. Umshler, Adjutant  
Bill Dowling Post No. 12  
Chadron, Nebr.

Sir: I have signed up 300 new and re-

newal memberships for 1955 as of January 11. For 1954 I had 334 members in all.

George T. Janner, Jr.  
Lysle Risbel Post No. 68  
Hutchinson, Kans.

Sir: As Membership Chairman of this Post, I offer the record of Frank Wicks who as of January 5 has signed up 146 members in addition to carrying on many other Post duties.

Harry D. Duff  
Senior Vice Commander  
H. H. Donkersley Post No. 19  
Yuma, Ariz.

Sir: I want to take the opportunity to mention Franky Spinello of our Post who has signed up 207 renewals and new members. Top that!

William H. Jump  
Post No. 210  
Danville, Ill.

▼ The foregoing are just a few of the letters we received challenging Thomas Vernall's record reported in our January issue. Congratulations to all.

The Editors



## AIDS LAW ENFORCEMENT

Sir: By publishing "Shall We Pay Our Cops or Robbers?" you are doing a real service for law enforcement. In Westchester County, The Westchester County Publishers, Inc., owners of a chain of newspapers in our County are now working out a plan whereby cash awards will be given quarterly to men engaged in law enforcement in Westchester County who have demonstrated some outstanding bit of police work. On this Police Award Committee is a civilian as a Chairman, myself as Sheriff of Westchester County, and a Chief of Police from one city, town and village within our County. This group will determine who is entitled to the award and then same will be awarded by The Westchester County Publishers, Inc., with appropriate news stories and commen-



dations to the individuals receiving the award.

**John E. Hoy**  
*Sheriff, Westchester County  
 White Plains, N. Y.*

#### BILLIONS ABROAD

Sir: Don't you think it is time the veterans of WWI were getting a pension from our government? Billions upon billions as good will gifts to foreign countries, some of whom I consider our enemies really, but nothing for WWI vets. American justice? Huh! If we are to get nothing let our government say so. If we are to get something why wait until we are dead? We can't spend or eat monuments.

**Alex De Graw**  
*Altadena, Calif.*

Sir: I am a WWI vet and it certainly burns me up to see this country handing out millions of dollars to a bunch of foreigners. Why not a pension for all vets at age 60?

**Name Withheld**  
*New York City*

#### POLAR BEARS

Sir: It is indeed gratifying to know that so many of our boys have received Medals of Honor for their heroic deeds while in the service. But what has ever been mentioned of the boys who were lost in the swamps of Russia in the Polar Bear Expedition during the first World War? These were U. S. Sailors detached from the *USS Olympia* sent hundreds of miles inland from the ship's guns protection fighting bolsheviks, engaging in several skirmishes, fighting four major battles, finally being surrounded and retreating through the marshlands three days and nights without food or water. Wake up, Senators and Congressmen. These boys have never asked for any medals or honors heaped upon them for the hardships and privation they faced. It is a debt of gratitude each State owes them as well as the Nation.

**Names Withheld**  
*Philadelphia*

#### WHO'S CRAZY?

Sir: As a relatively new recipient of your magazine I have been disturbed by the constant flow of letters from other readers which appear by their contents to indicate a sickness of the mind that poses a grave national problem. I note the ever-recurring theme that all the prominent Americans accused by the Junior Senator from Wisconsin are, *ipso facto*, guilty of treason or at least a sympathetic connection with Soviet Russia. Membership in a pro-Russian organization during the last war, espousal of a course of action many years ago which many today believe erroneous, or even acquaintance with one guilty of these heinous crimes is sufficient to

(Continued on page 57)

Lieut. and Mrs. E. R. McLAUGHLIN relax and refresh themselves along the way with the Coleman "Outing Pals" during their 5,000-mile vacation trip.

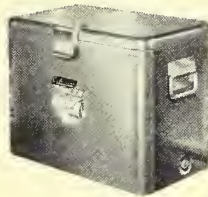


## "We Went Farther, Stayed Longer, and Had More Fun, Thanks to Coleman"

because our meals cost only \$3.08 a day!"

**Say Lieut. and Mrs. E. R. McLAUGHLIN**

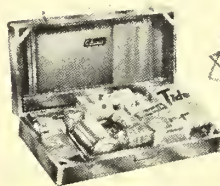
"Thanks to our Coleman 'Outing Pals,' we figured we saved \$8.93 a day on food costs and turned a normally expensive two-week vacation into a full month of fun! Early or late, whenever we wanted, we ate our favorite home-cooked meals from our Coleman Camp Stove on our Coleman Camp Table . . . and always had plenty of light at night from our Coleman Lantern!"



**NEW Coleman Portable COOLER.** This new addition will add to the fun of your outdoor living . . . picnics, camping, outings. Completely insulated on all six sides . . . holds cold longer. Low "K" factor keeps food, drinks cold, fresh. Curved inside construction for easy cleaning; helps keep box odor-free. Exclusive refrigerator type lid latch opens with finger touch. Beautiful green hammerloid finish. Three sizes at lowest prices for comparable quality.



**Coleman Folding CAMP STOVE.** Gives you hot, appetizing meals in a jiffy with more time for more fun in the great outdoors . . . always plenty of cooking heat instantly controlled. Cooks like a gas range. Lights instantly. Low cost fuel available wherever you go. Stove carries like a suitcase. 2 and 3-burner models. Priced from \$12.95.



**Coleman CARRYING CASE-CAMP TABLE** carries four stools plus a lot of food and utensils while travelling, sets up quickly into a convenient, 28" square all-steel table, for meals in comfort. Price \$12.95, stools \$2.25 each.

**Coleman Floodlight Lantern.** Floods a 100-ft. circle with brilliant light. Sturdy, compact, lightweight. Lights instantly . . . 8 to 10 hours' service with each filling. Fuel always available. The finest light for a penny a night. Safe, stormproof. Priced from \$11.95.

The Coleman Company, Inc., Wichita 1, Kansas

**Coleman**

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 on display at  
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**THE COLEMAN COMPANY, INC.**

Dept. 215-A1, Wichita 1, Kansas

Rush me my copy of the new Coleman Outdoor Book, "How to Have More Fun on Every Outing."

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# New Savage "22's"

De luxe  
models



**Monte Carlo type stocks**

with Cheek Piece  
and Raised Comb  
for Iron Sight or 'Scope Shooting

**Gracefully Shaped Fore-ends**

for firm grip without needless, unwieldy bulk

**Grooved Receivers**

for instant 'Scope Mounting

One look will tell you that these NEW Savage models are the most gracefully streamlined .22 rifles you've ever seen. But sleek, smart appearance and absence of unwieldy bulk isn't all — far from it! Throw one to your shoulder . . . feel the natural "fit" of the new, raised comb Monte Carlo type stock — ideal for either iron sight or 'scope shooting. Now, grip the new, husky fore-end — designed for firm holding, accurate sighting. Note, too, the dovetail grooves in the receiver — they permit instant 'scope mounting — or removal — *without* tools. These new features — with traditional Savage accuracy and dependability — bring you "22's" which are truly "First in the Field." "S" models available with special sights.

Savage Model 6 Deluxe Auto-Loader, Tub. Mag. Repeater **\$36.25**  
Savage Model 5 Deluxe Bolt Action, Tub. Mag. Repeater **\$30.75**  
Savage Model 4 Deluxe Bolt Action, Clip Mag. Repeater **\$26.25**

Generations of shooters have proven the accuracy, dependability and high value of Stevens .22 cal. rifles. You'll find these long time favorites — auto-loaders, bolt action repeaters and single shots — with the distinctive "black tipped" fore-ends — at your dealer's.

Stevens  
Model 15  
**\$13.85**

all prices  
subject to change

Stevens Model 15 — .22 cal. single shot, bolt action. Hand-cocking action, independent of bolt, provides maximum safety . . . bolt handle directly over trigger for fast operation . . . well proportioned stock with black-tipped fore-end . . . 24" barrel . . . gold bead front sight and open rear sight with elevator.



**Savage**  
TRADE MARK  
SAVAGE • STEVENS • FOX Firearms

See Savage — Stevens — Fox firearms at your dealer's. Write for free rifle catalog.

SAVAGE ARMS CORPORATION  
Chicopee Falls 11, Massachusetts

Editor's  
Corner



## KID STUFF

ONE OF OUR friends who is an expert on communism recently handed us some nursery rhymes culled from *Young Pioneer*, a publication for junior bolsheviks. In case you're interested, here is what the little dears are taught to lisp:

*I toil, I toil, I weep, I pine  
That others may wear garments fine.*

If you've stopped crying over that heart-breaker, here's another:

*But the bosses ain't gonna reign no more  
They ain't gonna reign no more  
Yes, by heck, they'll get it in the neck,  
The bosses ain't gonna reign no more.*

Want more? Try this:

*We are the young communists  
The world we will own  
And when the capitalists hear our name  
They quake in every bone*

In a somewhat different vein, the talented folks who plug the United Nations have flung together a few arias which they circulate in our schools, all to the greater glory of the folks who work in the Tower of Babelers, as the UN Building is sometimes called. Following is a sample, sent on by a Rock Island lady who was puzzled to hear it in a local school. If you're puzzled, too, don't let it worry you. It only shows you don't have the gift of tongues, otherwise known as global gobbledegook.

*Tzing, birri, birri, boom, boom, boom;  
Tzang, birri, birri, boom, boom, boom —  
Grown-ups are working so children can play.*

*Tzing, birri, birri, boom, boom, boom;  
Tzang, birri, birri, boom, boom, boom —  
We'll do the same for our children some day.*

There's a lot more, proving that all God's chillun will some day join hands in a happy UN world, but we think you get the idea. And we feel precisely the same way you do about it.

## TO BE WELL READ

HAVE YOU read any good books lately? There are several we can recommend to those who are trying to keep up with this dizzy world — several non-fiction books and two good novels.

One novel is Helen MacInnes's exciting *Pray for a Brave Heart* published by Harcourt Brace & Co., and the price \$3.75. This isn't just a boy-meets-girl novel but one dealing in communist intrigue. The setting is Switzerland where red agents have moved in to break up an outfit engaged in getting important peo-



ple out from behind the Iron Curtain.

Almost as exciting in the non-fiction field is the true story of a teacher who tried to help mankind through communism. She was thoroughly disillusioned by her cynical comrades in the process, and a few name politicians helped in her disillusionment. The book is *School of Darkness*, the author is Bella Dodd, the publisher P. J. Kennedy & Sons, and the price \$4.

Another lively book dealing with shenanigans of another sort is *Billions, Blunders and Baloney*, by Eugene W. Castle whose article "Giving Ourselves Away" appears on page 14. In this book, published by Devin-Adair Co. at \$3.50, Mr. Castle tells how we are spending a lot of money to lose the propaganda war abroad.

Why freedom cannot survive in a planned economy is explained by Max Eastman in a book that should be required reading. The title is *Reflections on the Failure of Socialism*, the publisher Devin-Adair, the price \$2.75.

You may not have heard of it, but another extremely worthwhile book is *Operation Nightmare*, published last year by Sequoia University Press, Box 4007, Village Station, Los Angeles, and priced at \$3.50. Written by Frank Cunningham and Pat Barham, it deals with the Korean sellout, at home and in the Far East.

Ralph de Toledano, who wrote about the American Civil Liberties Union for this magazine, turns novelist in *Day of Reckoning*, being published by Henry Holt and Company, at \$3.00. An exciting story of man-against-evil, it tells of a man's involvement in the red conspiracy and his subsequent battle against it.

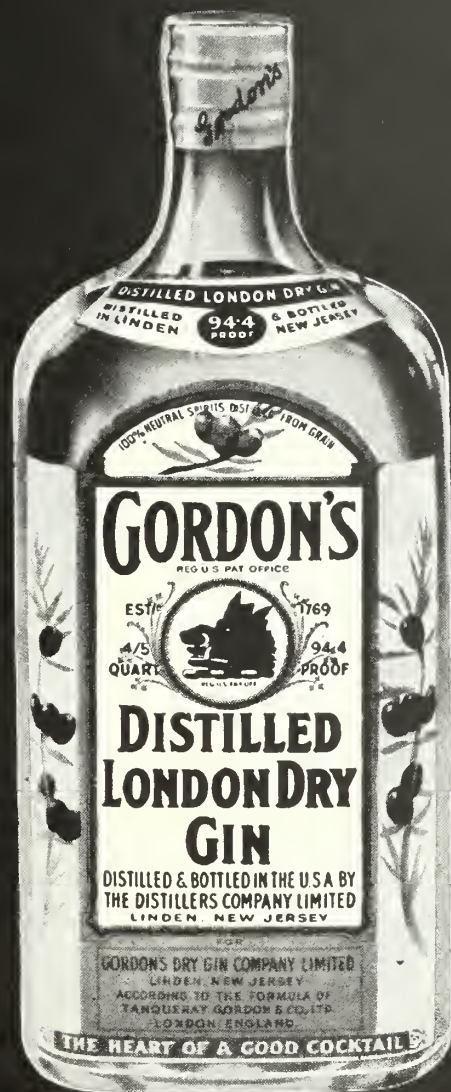
Getting away from all this, you will find something else in *How to Live 365 Days a Year*, by John A. Schindler, M.D., and published by Prentice-Hall, at \$4.95. The emphasis here is in the *Live*, with Dr. Schindler telling how to smooth out the kinks in living so you can live longer, happier, better.

#### PLAN FOR CONQUEST

WE ARE grateful to Malcolm Champlin, Department Commander of California, for sending us the following excerpt from a speech made 24 years ago by Dinnity A. Manuilsky at the Lenin School of Political Warfare in Moscow:

"War to the hilt between communism and capitalism is inevitable. Today, of course, we are not strong enough to attack. Our time will come in 20 or 30 years. To win we shall need the element of surprise. The bourgeoisie will have to be put to sleep. So we shall begin by launching the most spectacular peace movement on record. There will be electrifying overtures and unheard of concessions. The capitalist countries, stupid and decadent, will rejoice to cooperate in their own destruction. They will leap at another chance to be friends. As soon as their guard is down, we shall smash them with our clenched fists."

This is the same Manuilsky who presided over the United Nations Security Council in 1949.



there's no gin  
like Gordon's

BECAUSE OF LIQUEUR QUALITY and HIGH PROOF (94.4)  
DRINKS NEVER TASTE THIN WITH GORDON'S GIN

100% NEUTRAL SPIRITS DISTILLED FROM GRAIN • GORDON'S DRY GIN CO. LTD. LINDEN, N. J.



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... with  
**low-cost luxury all the way**

**Ride new Air Suspension** coaches, so smooth each road's a ribbon of velvet. Enjoy air-conditioned comfort... reclining easychairs... panoramic sight-seeing—even washroom facilities (on *Scenicruiser*). It's a luxury vacation... at a fraction the cost of driving!

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Chicago, Ill., for free map with tour prices.

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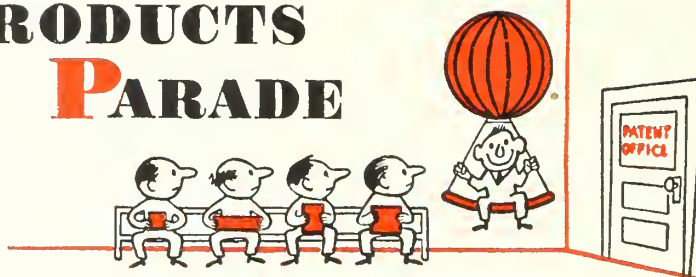
City & State \_\_\_\_\_

Send me special information on a Tour to:

AL-4-53

**GREYHOUND**®

# PRODUCTS PARADE



A sampling of items which are in process of development or are coming on the market. Mention of products in no way constitutes an endorsement of them, since in most cases they are described as represented by manufacturers.

## DON'T HAMMER, RAMMER

It is easy to hammer very small nails and brads with an ingenious new tool called Rammer-Hammer, available from Do-Hicky, Inc., Box 37, Rockville Center, N. Y. Resembling an oversized metal syringe, the tool has a magnetized head which retracts the nail as it grips it. To drive the nail, you rap or push a plunger. The price is \$2.00 postpaid.

## FOR LADIES ONLY

If you'd like to give the little woman something sentimental in the way of a gift, there's a new kind of ironing board cover which may be just the ticket. Employing the scientific principle that a shiny metallic surface will reflect heat, the In-Wood Co., Lawrence, N. Y., has come up with a cover, called the Reflecto, which puts the heat from the iron where it will do the most good. As a result, they say, both sides of a piece are ironed simultaneously. They also say it will outlast other covers many times over. The price is \$2.50 for standard 48- and 54-inch sizes, and \$2.75 for the 60-inch size, all postpaid.



## DO-IT-YOURSELF, SIMPLY

A highly practical new product which makes weatherstripping and various kinds of insulating easy is being offered by Chas. Ayres Co., 698 Minnesota St., San Francisco 7. Called Zip Strip Adhesive Weatherstripping, it is applied to any surface merely by pressing with your hand. No nails or tools are necessary, and a door or window can be sealed in a minute or two. While heat loss won't be a problem for most people for the next few months, Zip Strip can make air conditioning more efficient, stop windows from rattling, keep out dust,

bugs, etc. It comes in 18-foot rolls which sell for \$1.50.

## FOR ROUGH STUFF

You can save yourself a lot of scraping and sandpapering with a new tool called Smoothy, developed by Fortune Laboratories, 1405 Main St., Des Moines, Iowa. It resembles an old-time blackboard eraser except that it has four scraping blades instead of a felt pad. These are specially designed of Swedish steel and, the manufacturer says, will last indefinitely. With the Smoothy, it is possible to smooth quickly rough plaster, floors, and lumber, remove varnish or paint, etc. The price is a dollar postpaid.

## TUNE IN YOUR LIGHT

A new kind of light control device which takes the place of the conventional off-on switch has been announced by the manufacturers, Superior Electric Co., Bristol, Conn. Called the Luxtrol Light Control, it permits you to dial the exact amount of light you want in any fixtures operating from it. Degree of light ranges from complete darkness to full brightness, and the unit handles fluorescent as well as incandescent lights. Wallplate and knobs are available to match any decor and the unit will retail for about \$30.

## TWO-TONE STAMP PAD

Taking the familiar rubber stamp, H. F. Roy Industries has given it a new look by making it spell out its message in two colors. The secret is in the pad which contains both red and blue ink where it matches up with the proper letters. The first such stamp available prints the words "Air Mail," and with pad it costs \$1.98 from the company at 13336 Kercheval Ave., Detroit 15.

## SNAP RACK

Those who like to have reading matter in the bathroom will find a new kind of magazine rack interesting. This is an ingenious aluminum gadget which snaps in place over the top edge of the closet, requiring no tools. The price is a dollar postpaid from New Products Co., 17 Oak St., Belmont 78, Mass.

When writing to manufacturers concerning items described here kindly mention that you read about them in The American Legion Magazine.



DRIVE A DE SOTO BEFORE YOU DECIDE ▶



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**TAKE A TURN AT THE WHEEL** of a De Soto, and it's certain you'll be spoiled for other cars. For here is a car that is really exciting to drive. Not only has its mighty V-8 engine the sheer power you need for instant response — but there is a smoothness, a sureness of control, a solid feel, that puts the De Soto in a class by itself among American cars.

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WITH THE FORWARD

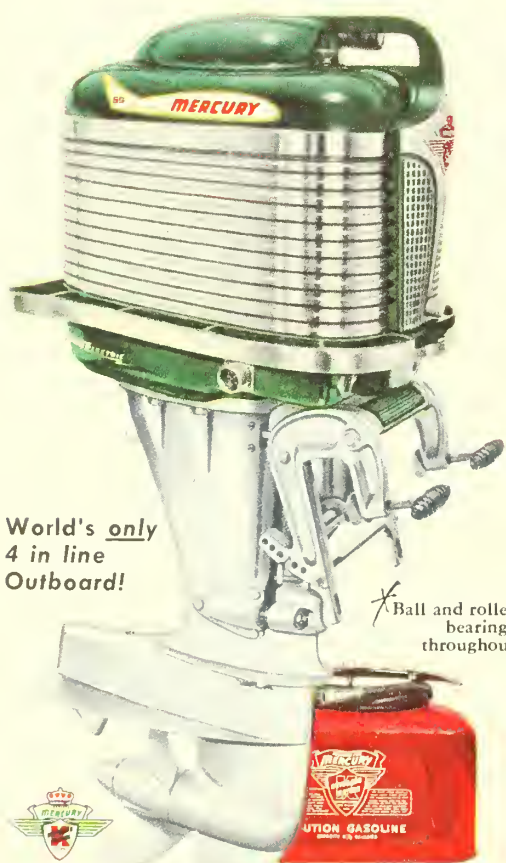
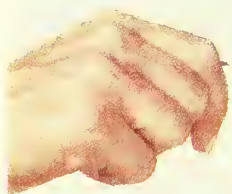


LOOK

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World's only  
4 in line  
Outboard!

\*Ball and roller  
bearings  
throughout



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## LATEST NEWS!

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striking new 2-tone color combinations

**TURN THE KEY.** Your mighty Mercury Mark 55E MercElectric responds to the 12-volt electric starter — *right now!* With the electric choke it's as easy as starting your car.

**TAKE THE WHEEL.** Shift into forward, ease open the throttle and sample the smooth power flow . . . power so positive, so effortlessly controlled you'll find it hard to believe at first. It's a four!

**TAKE THE WRAPS OFF . . .** and be surprised again. You never knew forty horses could be so *quiet*. It's a four! *Complete* engine soundproofing, not just intake and exhaust silencing, makes the Mark 55E super silent. All you hear is sweet music from Full Jeweled Power.\* And the new Dyna-Float Suspension floats the engine on rubber shear mounts to keep vibration away from your boat.

**TAKE HER IN** — reluctantly, for this was a cruise that was *all* fun. There's no need to check the battery . . . it was charged automatically by a generator so efficient, so advanced that you'll find one like it in tomorrow's fine cars. It's the *only* 12-volt starter-generator system on any outboard . . . gives you power for starting, for lights, radios and other accessories . . . opens up a fascinating new world of *night* outboard cruising — with a four!

"A four is bound to be better!"

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# KIM SUNG'S ROAD BACK

The old man had seen his son shot down,  
but he knew there were worse things.



The figures on the mountainside moved down and the GI's saw that they were refugees.

By **THOMAS J. McDONALD**

**T**HE LIEUTENANT was no professional but he had led his men across the ridges for three days. At least they were alive. They followed him despite wounds, cold and the gnawing hunger which sapped all strength, tracking after his ragged figure as fatigue and hopelessness dulled their senses. The limit was approaching. They knew it and he was beginning to suspect it. And now he was lost.

In the beginning ten had escaped. Now there were only four and even if they were able to avoid the Chinese, it could only be a matter of hours before they were finished, unless the storm quit or they had a break.

In single file, leaning into the wind, they trekked down the winding trail. Evans squinted from sunken eyes, dimly

discerning the route ahead as snowflakes swirled about his head. Sergeant Gurski trudged behind him and the two younger soldiers brought up the rear. These last were just dumbly following, but Gurski was as alert as the lieutenant. At the one point where the officer had so far faltered, the sergeant had sustained them but he was content to follow the younger man's lead. His added years and the pounds put on in the occupation were slowing him down and the pain was severe from the ragged wound across his thigh.

"Gurski," the lieutenant said over his shoulder, without breaking stride, "we've chanced it too long on this trail. It's practically a road now and we could walk into a mess of them anytime."

"I'll try it, Lieutenant," Gurski said, raising his voice above the wind, "but I don't know how much more mileage is left in this beat-up old leg."





Evans had the carbine on full automatic and two of them pitched forward.

(continued)

## KIM SUNG'S ROAD BACK

He winced as he flexed it, remembering another storm twenty-five years before. He'd been a young trooper, alone, and his horse had been injured. He'd had to shoot him and go on on foot. The years make a difference. The lieutenant was right. They were pushing their luck by remaining on the trail. Going would be rougher, but their chances of evading the enemy would be better on the slope.

"Let's get off the trail," Evans shouted.

Trimmons and Cassidy scarcely heard him. One had fragments from a stick grenade from rump to neck and excruciating pain; the other was asleep on his feet. The black nightmare of the battle kept flooding their thoroughly miserable minds. The stunning impact of the Chinese attack—the bugles and the blood eclipsed the rest—the colors of the Ginza, the bathhouses, the strangeness of the troop transport, that sight of the Golden Gate. A year before they had both been schoolboys in the Middle West as oblivious of Korea as of the third moon of Saturn. The officer's voice penetrated the unreality of their reflections. They dumbly moved toward the slope. It was still as easy to keep moving as to take Gurski's gruff insults.

At that moment Evans saw the figures above them on the mountain. They had suddenly appeared through a rift in the snow. He shouted and his carbine came up but Gurski's M1 roared first, a sharp crack muffled by the snow and wind. Then it cleared again and they could see quite clearly. They were Korean peasants, clustered on the height above. Slowly one clutched his chest and toppled forward.

"Hold it," Evans said. "It's only women and kids."

"And an old man," Gurski added, thrusting his trigger finger back into his glove and screwing up his weathered face, "and it looks like I plugged a kid."

"It couldn't be helped," Evans murmured as his pounding heart subsided. "If it had been Chinks there would have been

one less. You didn't mean to hurt an innocent kid."

He waved at the figures on the mountainside to descend and slowly they came, an elderly man, six women with small babies, four youths, one of whom was carried limply by the others. The Americans forgot their own weariness for a moment as the peasants, wrapped in tattered rags, slowly made their way down the icy slope, slipping and sliding but warily watching the soldiers. From the bags and baskets that they bore they would be refugees. From the look of the boy, he was in a bad way.

"Search 'em," said Gurski and the two privates began a check.

"Not even a kimchee sandwich," said Trimmons, who had been the company clerk, "and nothing to hurt us with."

But Gurski and the officer were not listening. They were examining the wounded boy, a lad of 15 or 16 who lay bleeding, a thin trickle coming from his mouth.

"I'm afraid he's finished," Gurski said, "or will be soon. It's right through the chest."

Evans looked into the wizened face of the Korean squatting beside the boy in the immemorial fashion of his race. Black eyes centered in deep wrinkles bore into Evans and he knew he would never forget that look. Gurski tried to make the boy comfortable and stood up. He took out his first-aid pack.

"This won't really do a damn bit of good, but I feel like such a heel. I wish there was some way to tell the old gent it was just a mistake. I think this is his son."

Evans started to tell him not to waste the aid kit under the circumstances, but the old man's gaze was still fixed hard upon him and he swallowed the words. The other Koreans stood impassively in the snow. Even the babies were quiet.

When Gurski finished dressing the wound, the snow had



begun to stop but the cold still penetrated deeply. The old man and several of the women had accepted cigarettes and Cassidy had moved ahead to a hairpin turn a hundred yards down the road. Evans mentally reviewed his limited vocabulary of Korean and Japanese words and scanned a ragged map extracted from his pocket.

"How far you reckon we got to go?" Gurski asked, wiping the blood from his hands on a filthy khaki handkerchief.

The boy was moaning gently on the ground and Evans looked from him to the old man.

"I don't know for sure," he said, and then added with unfelt optimism, "the outfit could be over the next hill or five miles away."

In his heart he wondered if the Division with which they had moved north actually continued to exist—anywhere—and his words did not delude the old cavalryman.

Using the map, sign language and a hodgepodge of words from three languages, Evans crouched down beside the old farmer and tried to communicate. The Korean boys looked on dumbly and the old farmer's expression never changed. He smoked his cigarette into a fraction of a butt and occasionally nodded but Evans's efforts were in vain. No glimmer of understanding crossed his face and he never uttered a sound.

"If he knows where we are he just ain't talking," said Gurski but he proffered another cigarette.

The old man took it from the extended pack and then they heard the sound of Cassidy's voice from the turn ahead.

"It's clearing up, Lieutenant, and I can see commies down below. Coming up the road on horses or donkeys."

Evans stood up looking around quickly, shouting, "How many?"

"Hard to count 'em—20—maybe 50. I figure they're a mile away."

The officer and the noncom regarded one another.

"Probably Mongolian cavalry," Gurski speculated. "They'll have a steep, slow climb in this snow. We can give 'em a bad time coming round that corner."

"It will be dark in a couple of hours," Evans said, musing that the enemy would overrun them then.

Trimmons threw a cartridge into the chamber of his rifle and spat. A baby began to cry and the others took it up. The women began talking excitedly in low voices. Evans looked around again and picked his positions.

"I figure we have 20 or 30 minutes," he said, and his mind raced thousands of miles away to a warm apartment where his wife and infant son were soundly sleeping.

"What will we do with this crowd?" Gurski asked. "Chase 'em back up the road, maybe?" His eyes fell on the wounded boy and his expression belied the gruffness of his voice.

"They'll never get anywhere that way," Evans answered, "and we can't let them go down the road. Anyway, the boy can't travel."

They both knew the conversation was just academic.

"Move them up behind those rocks," Evans pointed.

"They'll be out of the fire up there, maybe they'll be safe."

"It won't make much difference anyway," he thought, reflecting on the civilian corpses, hands wired behind them, he'd seen in the wake of the retreating North Korean army.

"Let's get set up here."

With new-found energy and determination they made their preparations.

This was a defensive situation without counterpart in the problems at Benning. No outposts, no reserve. Four men against—how many? But they had good observation and there would be surprise, both of which had been lacking in the big battle.

He formed two groups. He, Trimmons and Cassidy scooped out positions on the snow-covered slope across the road from the side the Koreans had descended. They commanded the hairpin turn around which the enemy must emerge in such a manner that fire could be directed into the column from a range of 200 feet. And the slope on their right was so open as to put a high price on any enemy attempt at envelopment.

From a position close by the other side of the road, well shielded by rocks, Gurski would be able to fire at the head of the column while Evans and the others attacked its flanks.

They had eight grenades and something like a hundred rounds of ammunition. They cleaned and checked their weapons, Evans's pistol and carbine and the three rifles carried by the others. Then they settled down in the snow and waited. Tension induced by the impending action filled Evans with new vigor and crowded his mind. Alert now and oblivious to cold and hunger, he reviewed the events of the last several days.

The Division had been sweeping north, a constant driving assault which had scattered North Korean elements in front of it. They were to be home by Christmas when the first rumors had sifted in. The final drive to the Manchurian border was gaining momentum, when out of the blackness loomed a host of well-equipped, fanatical Chinese.

George Company had been hit at midnight while disposed on a front which might have been held longer by a battalion heavily reinforced. Instead of an enemy who had been breaking and running for days they were suddenly confronted by hordes of charging Chinese, attacking to the weird accompaniment of shrilling flutes and bugles. Swarming up over their hill was the unheralded beginning of a new war. It swept George Company up like flotsam on a churning breaker.

Scattered widely, under strength and composed partially of raw South Korean replacements, their flanks had been submerged beneath chanting masses of Chinese infantry. They had fought, fallen back, fought again, and then ceased to exist. For all he knew, the four were the sole survivors of George Company.

Evans owned half a garage in Connecticut. His partner still ran it. He wasn't at all sure why the United States Army was in Korea though he'd heard various ideas on the subject. He was absolutely repelled by the idea that he was there personally.

He'd been in Africa, Italy, and (Continued on page 57)



They rigged up a crude litter and began the climb.



By EUGENE W. CASTLE

THE NATION was shocked to its depths not long ago when Ira Hayes, one of the Marines who raised the flag at Iwo Jima, was found dead near Phoenix, Arizona. For years he had been destitute and in distress, and his death followed by only a few weeks his appearance in Washington, where with other Marines from Iwo he was applauded as a hero. Ira Hayes was an American Indian, one of the 343,000 Americans of Indian blood whose welfare is the accepted responsibility of our government.

We are not meeting that responsibility very well. One of the familiar and pathetic sights at the capital is that of tribal heads asking Congress to give the reservation Indians a better deal. The usual reply is the cold answer that Uncle Sam has no more money to give them.

The situation has a grim irony when we observe that while there never seems to be enough money for our own native wards, Washington has a bottomless purse for needy foreigners. The answer to Ira Hayes' Indians is usually "no," but when Nehru needs money for his Indians he can count on an emphatic "yes" from Washington. In the last three-and-a-half years, Nehru's Indians, who are lined up against us in a neutral and unfriendly corner in our

# GIVING OURSELVES AWAY

**Urgently needed domestic programs are held up for lack of funds, but we have billions to spend abroad.**

logical foreign-aid policy, there is nothing surprising in all this. Our aid program bristles with such incongruities.

How often veterans, for instance, have encountered niggardliness and we-haven't-got-the-money attitudes in Washington while observing wryly the unquestioned outgo of multi-billions abroad.

load. A six-months Congressional struggle by veterans' spokesmen succeeded in restoring only \$3 million of the needed money.

During the same Congress, VA Administrator Higley, after fine-tooth-combing the VA budget for every possible economy which did not mean impairment of service, made a voluntary

## WE SKIMP AT HOME . . .



Cramped for funds, many communities have to give their kids such school facilities.



And many American families have to live in shums for lack of good housing.



Great areas of the United States are becoming bad lands because we can't afford conservation.

Asiatic situation, have received gifts, loans and pledges from the United States totaling \$421 million. Meanwhile, many of our own Indians are in want, some of them desperately so.

To anyone acquainted with our il-

*Eugene W. Castle is the author of the best-seller Billions, Blunders and Baloney.*

No organization has worked more earnestly than The American Legion to hold down essential federal veteran expenditures to the irreducible minimum. And yet, in the 1955 budget, the Legion saw the VA hospital appropriation cut \$6 million below the "must" level in disregard of the opening of a new hospital which heavily increased the cost

cut in his requested appropriation of \$14 million. The Bureau of the Budget and the Congress then imposed an additional slash of \$11½ million in the VA budget. This second cut could not conceivably be absorbed by the VA without injury to its work. The same Congress, which pinched pennies at the expense of needy American veterans,





Highly solicitous of Nehru and his Indians, we give much, get little. Here our Secretary of State and Harold Stassen go to see him.

did not hesitate to appropriate \$5,243,575,795 for the Foreign Operations Administration to be spent almost entirely for the benefit of countries in Europe and Asia.

How foolish can we get?

EVERY TWELVE MONTHS, with mathematical regularity, our elected representatives go through a sort of compulsive ceremony of handing over American wealth to other peoples.

The give-away is never described as such by the shrewd foreign-aid blurbwriters who author the government copy. They would have you think the money is for "defense" and "collective security" and "foreign loans" and "lend-lease." Theoretically, we are spending the money on our own national secu-

reaches 90. The aggregate amount which Congress has appropriated for the handouts, in various categories, since 1945 is \$52,067,651,495. In other words our national economy has taken a \$52 billion



This makes the Indian politician look like a big shot to his Asiatic neighbors. Here he is with red China's Chou En-lai.

beating in the name of foreign aid.

Nor are we near the end of the almsgiving. President Eisenhower, in his December 15, 1954 news conference, forecast a continuance of the present world tension for another fifty years. Apparently in preparation for the long pull, and with tacit White House approval, FOA Administrator Stassen is now out beating the drums for a new Far East aid program which may cost us \$3 billion a year. This would be

tion is faced and answered, all our debates on foreign aid are likely to take place in a circle of unreality.

There are a few landmark facts which throw a truly revealing light on the whole issue of America's ability to support the give-aways.

Fact No. 1 is that this year we face a deficit on our federal balance sheet of \$4,700,000,000.



Meanwhile, how we treat our American Indians is indicated by the pathetic death of Ira Hayes, right, an Iwo flag-raiser.

## ABROAD, THE SKY'S THE LIMIT



U.S. government press agents make the Baron Rothschild palace their headquarters in Paris. This cost Uncle Sam \$1 million.



To house U.S. government workers in Paris we built these factory-like structures, called "Ike's Eyesores" by Parisians.

urity. Actually, what we are doing is transferring American assets to others. The assets seldom if ever return and apparently Washington doesn't expect to get our money back.

At last tallying, 59 foreign countries have been on the American dole since the end of World War II. Including colonies and dependencies, the number

pyramided *on top of* continuing global obligations.

It is a nightmarish prospect for tax-paying Americans.

In all the synthetic enthusiasm which attends this give-away performance there is one question which is infrequently heard. That question is whether we can afford the show. Until this ques-

Fact No. 2 is that, in addition to the current deficit, we are paying out upwards of \$12 billion a year just to meet interest charges on our past deficits—now built into our national debt. This outgo does not even provide amortization.

Fact No. 3 is that the likelihood of  
(Continued on page 40)



# New Players

By ARCH MURRAY

Billy Martin  
New York Yankees

Eddie O'Brien  
Pittsburgh Pirates

Johnny O'Brien  
Pittsburgh Pirates

Karl Spooner  
Brooklyn Dodgers

Bob Lennon  
New York Giants

Hank Foiles  
Cleveland Indians

Bob Turley  
New York Yankees  
Chico Fernandez  
Brooklyn Dodgers

Chuck Dressen  
Washington Senators

Paul Richards  
Baltimore Orioles

Marty Marion  
Chicago White Sox

Bucky Harris  
Detroit Tigers

IT'S AN OLD AXIOM of big league baseball that everybody has a winner on Opening Day. It's the only day of the year when everybody is dead even. Hope beats in every heart. Even a realistic manager of a chronic second division club mutters to himself as he fills out his line-up card for the first time, "Now if we just get a few breaks, we could surprise a lot of people."

Strangely, this fact that all teams are starting from scratch is often forgotten by the hard-nosed inmates of the big league press boxes. Too often they base their predictions on what happened the year before. Such was the case last year when the Giants were picked to win the pennant by only four out of nearly 200 writers in the United Press poll. Only those who had actually seen their new look in spring training gave them any sort of chance at all.

"How," asked a guy in the press box at the Polo Grounds last April just as Sal Maglie went out to hurl the opening game against the Dodgers, "could you possibly pick the Giants to win? How can they possibly make up the 35 games that they finished behind the Dodgers last year? That's impossible."

What the fellow had forgotten was not only the changes in personnel that had been made during the winter but also that there actually was no deficit to make up. As of that bright spring afternoon the two teams were starting out dead even. So, for that matter, were the A's and the Yankees in the American League as well as everybody else. The big element to consider on that Opening Day and every Opening Day was the changes that had been made during the winter. Not only in the make-up of the Giants but of all the other clubs in the league. How much had been done that could sway the

balance of power in the National League.

Somebody once said that pennants are won in the winter, before a ball is ever thrown or a bat is swung. Such was the case with the Giants last year. The addition of Johnny Antonelli, the big, fireballing, young southpaw, who was to win 21 games, and the return of Willie Mays from service had definitely changed the overall makeup of Leo Durocher's club from a dismal also-ran into a strong contender. Only the breaks and the development of the race itself could determine whether they could go all the way. As it turned out, they did.

So now as another season gets under way, the fans are asking questions as they do every spring as to who is going to win it this time. The way to get a proper perspective is to look over the changes that have been made during the off-season. Only then can you make a

## MANAGERS HAVE CHANGED JOBS TOO

proper evaluation of the way the clubs in either league will finish. Go back over the years and you'll see that a winter of shuf-

fling can make a lot of difference. It isn't often that a team can go to the top from as far back as the Giants were in '53. But it's been done before and it can be done again.

The truth is, though, that dramatic triumphs are wrought in the front office the winter before the victories are hammered out on the playing fields. Take last year's Giants, for example.

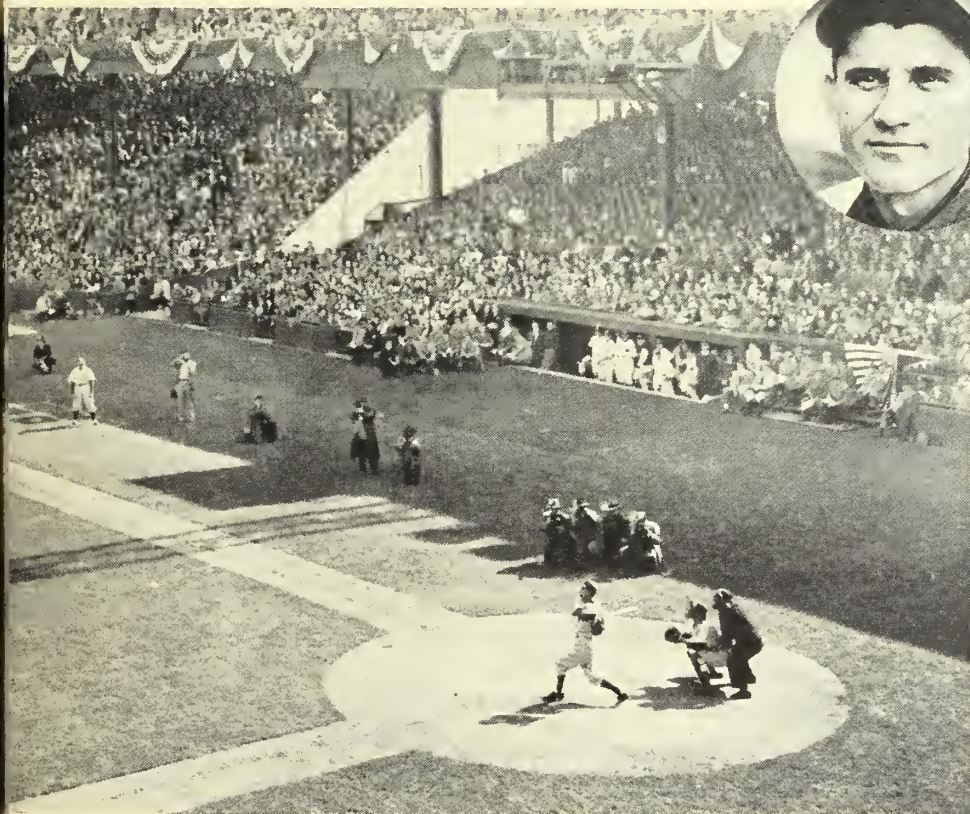


# for '55

There've been so many

changes in the line-ups you really will need

a score card to tell who the players are.



Batter up! Opening Day in the big leagues.

Not only did they get the incredible Mays back from service and swing the deal that brought Antonelli and Don Liddle, a highly useful little left-hander, from the Braves, but also they made a couple of other important moves. They brought up a big catcher named Ray Katt from Texas. He provided a lot of help both behind and at the plate and enabled Durocher to give Wes Westrum plenty of rest. They bought a lean left-hander named Windy McCall from San Francisco in the Pacific Coast League. It won't show in the records, for Windy's won-and-lost record was a mediocre two won and five lost, and he was knocked out in all of his four starts, but he turned in some remarkable relief jobs. The Giants called him "Third Out Windy" because he was a guy who came in time and again to

snuff out a wildly raging enemy rally.

On the other hand, it's entirely possible that Milwaukee lost the pennant in the winter when it sent Antonelli and Liddle to the Giants in the deal for Bobby Thomson. John Quinn, the Braves' general manager was talking about that deal the other day.

"We've been criticized a lot for that deal," he said, "and I know on the records that it turned out badly for us last year. But you have to look at it this way. After finishing second to the Dodgers in '53 and setting a new NL record for attendance in our first year in Milwaukee, we felt we owed it to those loyal fans in Milwaukee to go all-out for the pennant in '54. After studying our roster and the '53 records, it seemed obvious that the one thing we needed most was a top-drawer, right-

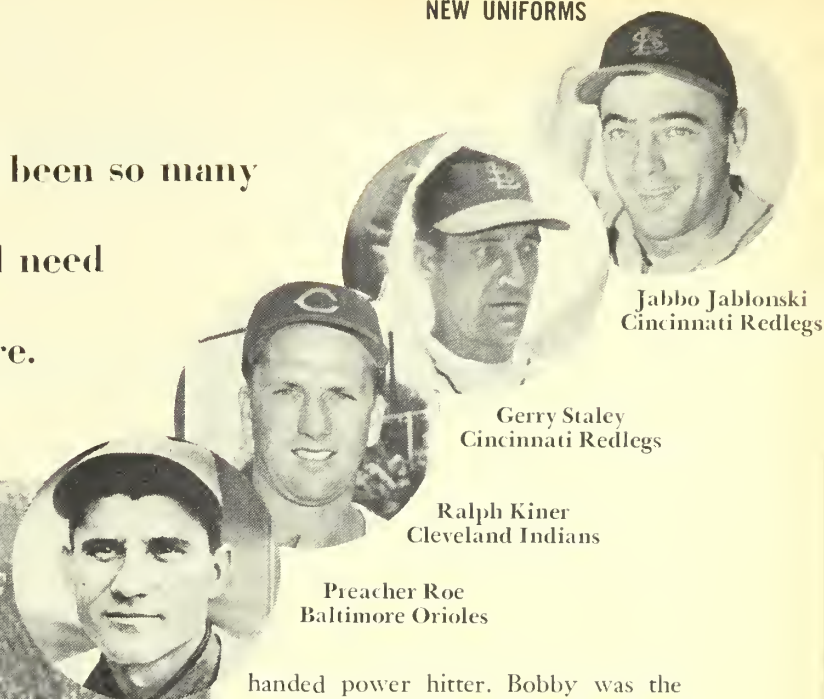
handed power hitter. Bobby was the only available guy who fitted the specifications. He was expendable as far as the Giants were concerned for two reasons. They had Willie Mays coming back from service and they were desperate for pitching, especially the left-handed variety.

"We knew, though, that we had to give up something good to get a guy like Thomson, who had consistently knocked in 100 runs a year during his years with the Giants. You can't get anybody good without giving up the same kind of player. We knew that Antonelli was a great young pitching prospect. But we felt we had a fine replacement for him in Chet Nichols, who was coming back from the Army. As a rookie in '51 Nichols had led the league in the earned run averages. It didn't figure that we'd miss Antonelli too much with Nichols ready to replace him.

"Some clubs operate a little differently than we do," explained Quinn, "but save in some of the details, the over-all scheme of operations is just about the same. The first thing we do after the season is get together with the manager and figure out our basic weaknesses and see how we can correct them. Then we get all the final reports from the scouts and managers in our minor league system. That's important from two angles. First of all, it enables us to know how to shuffle our players around so as to protect the good ones from the annual draft. Secondly, it gives us an idea on the kind of help we can figure on for the big club next year and shows us just what we may need in the matter of trades.

"Trades, of course, are a real gamble. Some of them work out wonderfully. We've had two backfire on us and both

(Continued on page 43)



Jabbo Jablonski  
Cincinnati Redlegs

Gerry Staley  
Cincinnati Redlegs

Ralph Kiner  
Cleveland Indians

Preacher Roe  
Baltimore Orioles



# Why The American Legion favors HELP FOR THE

A review of the meaning of an American  
Legion policy that has stood since 1921.

By **SEABORN P. COLLINS**

NATIONAL COMMANDER, THE AMERICAN LEGION

SINCE ITS 1921 National Convention in Kansas City, Mo., The American Legion has continuously urged that the government of the United States support the American Merchant Marine—by favorable legislation, by financial assistance, and by other means.

In addition to a broad policy of government support for our privately operated, ocean-going cargo and passenger ships, The American Legion favors a number of specific steps by which our Merchant Marine may receive help.

Why a Merchant Marine policy? Why a policy of assistance? What are the goals and what are the limits of this policy? What are the steps to the goals? Where do we stand now?

To answer the last question, briefly, before the others—we are not in good shape. Our Merchant Marine is shrinking in size and becoming outmoded in design—after two shots in the arm from World War II and the Korean War, and in spite of some welcome, but piecemeal, government supports without which the patient would already be dead.

Why a Merchant Marine policy for a veterans organization?

The American Legion is interested in the vital part that the Merchant Marine plays in our national defense picture and as an instrument of national policy. Our Merchant Marine is made up chiefly of those ships which, in peacetime, carry dry cargo, passengers and liquid cargo. In time of war they would carry war materiel, troops and liquid fuel to and from war theaters, and bring to the United States materials needed for war industry, many of which must be gotten overseas. Shipping in wartime is a matter of life or death for our nation.

faring nations in peacetime. American labor costs, based on American living standards, are the ruling factor. An American able-bodied seaman earns more than four times as much as a British seaman, three-and-a-half times as much as a Norwegian seaman, 18 times as much as a Chilean seaman. You cannot survive in free competition if your costs are from three-and-a-half to 18 times the costs of your competitors. Unaided U.S. shipping is not surviving this competition. In the last five months of 1954, 67 unsubsidized U.S. ships went over to foreign flags.

The goals of The American Legion's policies regarding an American Merchant Marine include:

(1) *Size*: A merchant fleet *large enough* to meet all immediate shipping needs upon the outbreak of a war, and able to serve as a nucleus for a wartime program of additions.

(2) *Usefulness*: Ships designed and built to meet condi-



Small craft haul cargo ashore from armada of merchant ships off Eniwetok in WW2. Right, Nazi dive bombers end the career of an American cargo vessel off Sicily. In national emergency, the ships of our sick merchant fleet become our lifeline.

Time and allies saw us through our shipping crises (at great dollar cost) in World War I and II. The outlook for the future does not even permit thinking of time to start a shipbuilding program after hostilities begin, in the event of another general war. A peacetime shipping program based on minimum wartime needs, at the very least, is a necessity.

Why does our maritime industry need help?

Unassisted, our Merchant Marine cannot survive in the free competition that exists on the high seas among all sea-

tions imposed at any time by war. This means having a *modern* fleet in being at all times, with a constant program of replacement for worn-out, and out-of-date ships. It means a fleet with defense features built in, however uneconomic they may be to peacetime operators.

(3) *Skilled Manpower*: A merchant fleet that supports in peacetime enough skilled seamen to handle our immediate shipping *manpower* needs upon the outbreak of a war, and to see us safely through a wartime shipping-manpower build-up.



# U.S. MERCHANT FLEET



Hulks of American cargo vessels of WWI vintage made scenes like this one on the Potomac for years. They rotted away in disuse. At right is part of the reserve fleet of WW2 vessels tied up in the Hudson, now becoming obsolete.

(4) *Shipbuilding Capacity*: A merchant fleet that supports a peacetime shipbuilding industry able to serve (in size, modernity and skilled manpower) as a mobilization nucleus for a wartime program of additions.

Those are the chief goals. There are also *limits* to such aims:

(1) The Legion does not propose government ownership

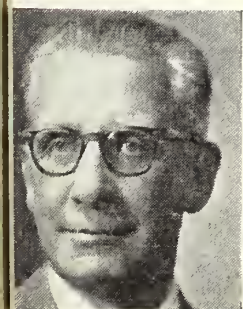
or operation of the merchant fleet. Unlike a shooting Navy, a Merchant Marine has self-supporting features. Government need not foot the whole bill as it must for an adequate Navy. It need only foot that part which makes it possible for our high-priced ships to compete on even terms with cheap foreign competition, in numbers and quality suitable to sound defense needs.

(2) The Legion does not propose a government-sponsored shipping race with other nations. It is true that a sensible merchant shipping program would vastly increase the number of modern American flag vessels on the seas. But government-sponsored expansion should stop at the point where national security needs are soundly met.

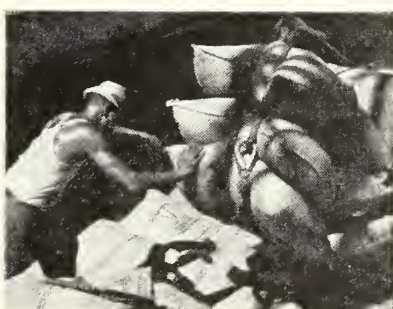
We have encouraged our allies to go after most of the ocean business, so that today we only carry 28 per cent of our own foreign commerce. That figure is falling. In a build-up of our own fleet, we should let friendly maritime nations understand our intention of stopping at the point where our own defense needs are met.

## II—THE WRONG WAY

Twice in recent history the United States built huge cargo and transport fleets entirely out of public funds—in World War I and again in World War II. The World War I fleet was not finished until (Continued on page 60)



Henry C. Parke, of N. Y., Legion's Merchant Marine Chairman.



U.S. Ships carry only 28% of our foreign commerce, and that figure is falling. It has been 100 years since unaided U.S. shipping held its own.



# *They're moving in on*



The public is "getting into the market" in a big way. Here are some basic facts for every investor.

**I**F YOU ARE an average red-blooded American and have a few bucks stashed away in the mattress, it's a safe bet you have been sorely tempted to try your hand in the stock market. As a matter of fact, you may have exchanged some of the green stuff for a few fancy-looking shares of stock already. After all, the market has looked very good to a great many of us of late.

True, the sharp advances and the increased volume of trading has thrown a scare into some of our friends in Washington, and we have had an increase to 60 per cent from 50 per cent in the amount of margin (down payment) we must put up when we want to buy stocks. Also, members of both houses of Congress have indicated a desire to look into the development.

But even though this news brought about a selling wave and some rather smart price setbacks, prices are still well above those existing a year ago and those who bought earlier have some very handsome profits to their credit. They have, that is, if they held blue-chip (highest grade) shares.

It is well to remember that we had a severe crash in the stock market back in 1929 and that this led to a disastrous depression before it was all over. But it wouldn't be wise to assume that we are about ready to repeat that performance. We will, of course, some time later if we get too reckless. But as of the moment, fundamental conditions are far different now from what they were then. We haven't been reckless so far.

There's nothing really wrong with speculation. In fact, America wouldn't be what it is today if we hadn't had people who were willing to assume risks. But it is foolhardy to take blind risks in the stock market just as it is in anything else. And it is equally unwise to take risks if you can't afford to take the loss which may result.

That's just plain common sense. And there are a few other rules you should

observe. For instance, even though you are privileged to buy on margin, don't avail yourself of the opportunity. Buy only what you can pay for with cash. It saves you the necessity of selling at the bottom if prices should drop and you can't get up more margin.

And, you shouldn't try to "beat" the market. That is to say, you shouldn't get in and out of the market every few days, grabbing a point or two here and there. That kind of trading only helps to make the brokers rich on the commissions you create. Buy a stock because you believe in the company and stay with it.

If you are the type of person who lies awake at night worrying about whether you are going to make money, by all means stay a long way away from the market. Stock market profits are for the person who buys intelligently and then has the patience to wait until that wisdom is reflected in higher prices.

The only satisfactory approach to the stock market is the approach you use when you buy a house or an automobile or a partnership in business. Because when you buy common stocks you are in effect becoming a partner in the company issuing the shares. You and the other stockholders in that company actually own it. You and they will profit only if the business of that company is well managed and is prosperous.

So don't buy on the basis of a tip which comes from the second cousin of the president's brother-in-law. Don't depend entirely on anyone else's judgment. Make your own investigation and be careful about it. Check on the company's products and its record. Find out all you can about its management. Check to see if it is sound financially. If you have trouble on that score, ask your banker's advice.

It's a fine thing to own stocks. And as long as the economy of the country is sound and progressing, it will pay off well, assuming that you have been care-





# STREET

By RALPH HENDERSHOT



CHRYSLER CORPORATION



PENNSYLVANIA RAILROAD



AMERICAN TEL. & TEL. LONG LINES

◀ A stockholder is, in effect, a partner in a company, with a financial stake in the future of the country.



UNITED STATES STEEL

ful in your selection. Moreover, it is essential to the national economy. We live under a capitalistic system. And that system can be successful and vital and provide jobs for our growing population only if those who have surplus funds take some of their money out of the mattress and put it to work.

But under our form of government our corporations must also be competitive in their operations. That means that those concerns which are managed best will be the most prosperous and will pay the biggest dividends. And it is the size and consistency of dividend payments which determine the value of stocks in the long run and whether or not you will make money from your investments.

There are other factors which enter into the trend of prices for stocks, too — factors which are not so easy for the average citizen to analyze. These other factors have had a great deal to do with the action of the stock market during the past year, so they may be worth consideration at this time.

These other factors are numerous and they are quite important in attempting to appraise the action of the market. As a matter of fact, it is impossible to justify the advances thus far without giving them due weight.

One of the more important of these is the fear that was created in the public mind by the crash in 1929. Even those people who were not directly affected have had the dangers of owning stocks dinned into their ears. And they have been told over and over again that over-speculation in corporate shares was one of the principal causes of the depression in business which followed, which is all too true.

Then, too, Wall Street was pictured at the time as being a den of thieves. That there had been many irregularities in the financial district in the years

prior to the crash there can be no doubt. And the fact that the worst of the unsavory practices were cleaned up by the Securities and Exchange Commission has had only a gradual effect in erasing the impression which had been created in the public's mind. Much fear still persists even after 25 years.

Against this background, it is not surprising that stocks failed over the years to reflect the substantial

values which were being built behind literally hundreds of stocks. Like anything else, stock prices are influenced by supply and demand and during all of that time there was relatively little demand. Latest figures indicate there are only about 6,500,000 stock owners in the United States.

It should be pointed out at this point that while those who attempt to "rig" the market may be successful temporarily in influencing the prices of stocks, they can have nothing whatever to do with the creation of values. Values are determined by the success or failure of the corporations behind the stocks to earn large profits.

And it should be obvious to all that our corporations have been building substantial values behind their stocks during most of the years since 1929. Not only have these corporations greatly expanded their productive capacities, they have added materially to their financial strength and to their managerial know-how. And they have spent many millions more on such things as laboratories and scientific research, and advertising.

Another factor which ties into this one is that not only were huge reserves created all during World War II and since, but dividend payments were held to very low levels. In other words, a much larger proportion of earnings than ever before in history was withheld from stockholders and plowed back into operating properties. It follows that dividends could now be increased with complete safety even though earnings remain no more than the equivalent of recent years.

The net result of these practices was that corporations went to the public  
(Continued on page 48)





Philadelphia boasts the Bell that proclaimed Liberty, and the Betsy Ross House in which Old Glory was born.

## Where America's Past LIVES AGAIN

**A**ERICAN HISTORY is becoming a fascinating study for millions of tourists, thanks to the way in which various organizations and communities are maintaining or restoring this nation's historic shrines. Often the shrine is a house, the home of a great statesman, or it may be an inn which played a part in our country's past. Sometimes it is a fort and at other times it is a

church. Now and then it is an entire community, such as Williamsburg, Va., where millions have been lavished to make it look just as it did a couple of centuries ago.

The person visiting one of these shrines has the illusion that he is living again in the past. At Mount Vernon and Monticello, he moves through the rooms in which Washington and Jeffer-

son lived and sees the same things that met their eyes. At The Alamo, he treads spots that were reddened in the past with blood of patriots. Inside the Ford Theater he can imagine Lincoln falling forward as Booth leaps onto the stage and at Sutter's Mill he can people the place with bearded 49'ers panning for gold.

*(Continued on page 60)*



Home Moravian Church in Old Salem, now part of Winston-Salem, N. C., one of the South's most famous restorations.



In 1781 these big guns, still to be seen at Yorktown, opened up on the British troops.



At Knob Creek, Ky., visitors can see this replica of the cabin in which Abraham Lincoln lived as a boy. Its furnishings are crude items of that time.





This year is the 200th anniversary of Fort Ticonderoga, and the great bastion in upstate New York will be the center of many colorful events throughout the year.



The famed Alamo at San Antonio where gallant Texans fought to the death against the Mexicans.



Two of our greatest Presidents, Washington and Jefferson, lived in these Virginia mansions whose gracious charm has not been changed in the least by twentieth-century progress.



The Governor's Palace at Williamsburg, Va., where a king's ransom has been spent to bring colonial days back to life.



Gettysburg was a turning point in our history and few spots have greater meaning than Little Round Top.



At Dearborn, Mich., Henry Ford established Greenfield Village, with many reminders of days long past.





# CHRYSLER

## RAISES ITS SIGHTS

Intrigued by the new models, people waited their turn to get a good forward look.

The main problem now is to make enough cars to meet the demand.

By **STANLEY H. BRAMS**



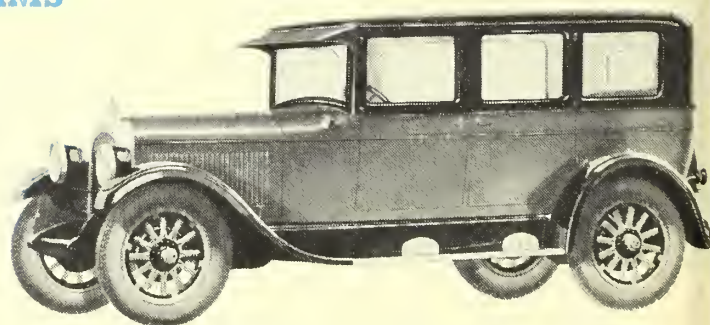
**L. L. Colbert,**  
President of  
Chrysler Corp.

**T**HAT SEGMENT of the passenger car industry centered in Highland Park, Mich., is fermenting today as it hasn't been for many years. Chrysler Corp., once a daring pioneer in things automotive, more recently a somewhat muffled force, is reasserting itself with old-time vigor and aggressiveness. In an industry where intensity is a major hallmark of success, Chrysler is bristling with determination to recover the ground given up in recent years.

It was Chrysler which pioneered the slogan, "Look at All Three,"

back in the Twenties in behalf of its then-new Plymouth. It was Chrysler that pushed itself by sheer bulldoggedness, advanced design initiative and solid quality into competitive position as one of the Big Three along with General Motors and Ford. But then the force of that push began to ooze away—to the point where one financial journal, reviewing the auto industry a year or so ago, captioned its analysis, "The Big Two-and-a-Half."

Today it's different. Chrysler has been stepping out bold-



**PAST** When the first Chrysler appeared there was nothing like it. It had power, speed and looks that captured America's imagination.

ly as in the past. This time it's a series of dramatic stagings calculated to get the company back in the public consciousness as one that does big things in a big way. The slogan today is the "Forward Look," descriptive of the new models and the mechanical ingenuity backing up the designs. But there's a Forward Look in viewpoint, too, expressed in assurance and confidence by its new, young team of executives.

As these words are written the new spirit of things at Chrysler has translated itself into a phenomenal upturn in business. In 1954, Chrysler Corp. accounted for only 13.13



per cent of the total of the auto industry. However, in the last six weeks of the year, after the new models came out, Chrysler production advanced to 22.9 per cent of the industry and seemed likely to stay above its traditional 20 per cent slice of the market.

Highly significant are the comparative figures covering the Corporation's production of cars and trucks for 1953 and 1954. In 1953, from January 1 to December 31, Chrysler turned out 1,351,834 units. In 1954, this dropped to 818,134. But whereas in the last month of 1953, only 93,464 units were produced, in December 1954, the Corporation, going all-out to meet the demand for the 1955 models, turned out 144,421 cars. And it was shipping a car every three minutes from its Detroit plants alone.

On hand from dealers at the end of the year were orders for more than 500,000 units, and to make the picture even rosier, orders were still arriving at a daily average of more than 9,500 above existing production capacity.

Critics began scrambling for reasons for Chrysler's "amazing recovery" from the sales slump of 1954. There was no one answer to be found. It was the sum of many things calculated to get the Corporation off to a "blistering pace," as Ward's, an automotive trade index, called the first six weeks.

While many were musing the point, L. L. Colbert, Chrysler's President, confided in his year-end statement: "I said that our immediate aim was to sell 20 per cent of the passenger car market, and that when we hit that target we would raise our sights still higher. On the basis of the



It was front-page news when the Shah of Iran and his wife walked into the Chrysler Salon in New York, picked an Imperial sedan and drove off with it.

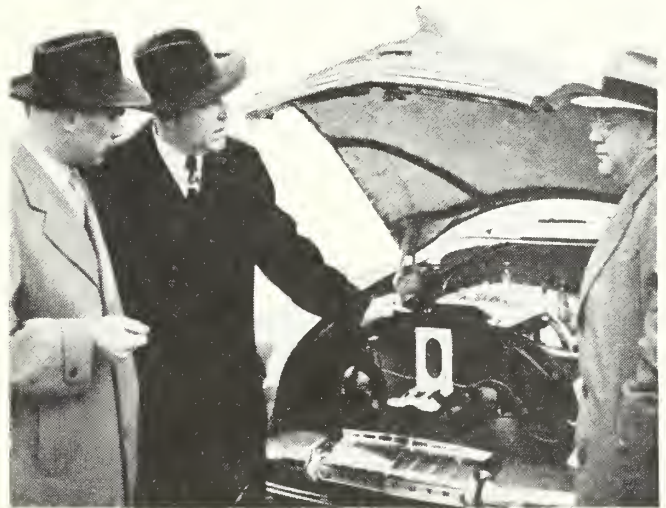
Chrysler Corp. increased rapidly to 167,000, an all-time record.

That's the Detroit story. In dealer showrooms, this was the picture on opening day:

Record-breaking crowds. In Manhattan, one Dodge-Plymouth dealer called out the police to handle 9,000 persons who poured into his showroom. The Chrysler Salon had a line around the block. A Chrysler-Plymouth dealer in Chicago sold 50 cars in the first hour. A DeSoto-Plymouth dealer in Detroit sold a company-owned DeSoto car which had carried executives to his showroom to participate in a special preview. A Dodge-Plymouth dealer set a record by selling 83 cars in one day.

Wires and phone calls clogged the circuits to Detroit demanding more cars. R. C. Somerville, Vice President in charge of sales for Dodge Division, reported dealer response throughout the United States as "terrific."

Sales veteran C. L. Jacobson, Chrysler Corp. Vice President, who keeps a close tab on all divisions, paused long enough during the initial enthusiastic response to remark:



**FUTURE?** In a dramatic demonstration, the Corporation unveiled a gas turbine with features indicative of Chrysler's famed engineering.

"Dealers are packing them in! What's more, they're 'buying' crowds, not just 'looking' crowds."

Over on Wall Street, Chrysler stock stood at 70.3 at year's end, having marched up from a 1954 low of 56 1/4.

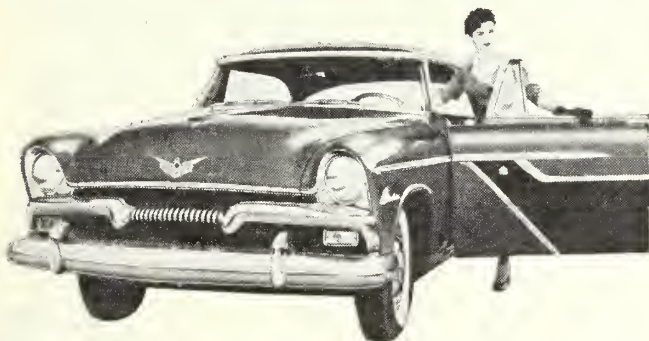
A cautious brokerage firm sent its researchers into 15 States to get a reading from dealers on the new models. Their confidential report called Chrysler's recovery of its market "amazing."

Dealers were "enthusiastic" about the styling and performance of the new models. Said the confidential report, "This is, of course, an important element in selling, since the salesman must believe in his own products."

"Based on observations of the dealers," the report continued, "the public too is enthusiastic." Dealers told the researchers that there was a backlog of business which was better than in any of the past three model years. All dealers predicted a better year than last year.

The Wall Street conclusion pointed out that the competitors were also doing well. But Ward's Reports made this pointed observation on that score: "This upsurge [referring to Chrysler Corp.'s capturing 22.9 per cent of the market by the week ending December 11] in weekly assembly . . . has had a pronounced effect on the output shares of General Motors Corporation and Ford Motor Co., cutting them back toward the levels existing during 1953."

Wall Street's modest appraisal (*Continued on page 50*)



**PRESENT** Aiming at getting back in third place with Plymouth, the Corporation has made the car bigger, better, and more glamorous.

initial response of the public to our new models I now think we will raise our sights sooner than I anticipated."

On the third day of the new year, Chrysler Division, which found public acceptance the "greatest ever experienced in the history of the Division," and which was experiencing an 18 per cent increase in sales over last year at this time, revealed that work was getting under way on plans to increase production capacity by 40 per cent, adding 571,000 square feet of area to its plant.

At year's end, demand for DeSotos exceeded supply by 30,000; Dodge, in the third week after introduction of the new model, announced dealer orders at more than 100,000; Plymouth, on that same day, said it had 248,000 orders on hand, and planned on manufacturing 726,000 units of the 1955 model. To turn out all these cars, employment at





By JACK DENTON SCOTT

Johnson outboard motors got plenty of attention at the Chicago Boat Show February 4-13. Silencing was featured on all models from the Sea-Horse Electric 25 down to the Sea-Horse 3. The latter has full pivot reverse with spark and throttle synchronized in one lever.

Suspension drive, intake silencers, under-water exhaust and an exhaust relief silencer have been utilized to make the Sea-Horse Electric 25, Standard 25, 10 and 5.5 models really quiet. Sound-sealed hoods have been installed on the bigger motors. Now you can bring along your radio and hear your favorite programs, while the Johnson outboard does its stuff.



Phil Kilinski, Heafford Junction, Wis., has a simple one that most of us never thought of. "About 75 per cent of outboard motor trouble is spark plugs," he points out. "When it happens, the motor usually quits when you are miles from anywhere and you end up rowing home. Wouldn't it be simpler to have two spark plugs right in your tackle box at all times? Besides that long haul at the oars, it would also save valuable fishing time."

AlumaCraft of 2633 27th Avenue South, Minneapolis, Minn., makes a fine line of aluminum boats which sportsmen should look into. The upkeep is practically nil on an aluminum boat and the owner can look forward to years of trouble-free service. Aluma makes 14 models, from canoes and boats to runabouts for family cruising. Write Department 2 for free new catalogue in color.

About ready to put your gun away? If so, you may want to write the Marlin Firearms Company, 79 Willow St., New Haven, Conn. That organization offers a free booklet on the care of firearms, plus plenty of other interesting information for the sportsman. A three-cent stamp and the request is all it will cost you to know as much about cleaning your gun or rifle as the experts do.

John G. King, 19 Warner St., Springfield, Mass., has a gimmick that gets them:

"If you are an early trout fisherman and use garden hackle worms or night crawlers," he says, "then bear with me and I'll show you how to put trout in the creel. About 25 yards above a likely looking hole where you think there are fish, with as little noise as possible, crumple a section of the bank into the stream until the flow of water is muddy. Then let your bait drift down with the roiled water. If a trout is in the hole you'll get a fast strike. In addition to worms, a variety of bait such as crickets, white grubs and grasshoppers will turn the trick."

Gaines Dog Research Center, 250 Park Avenue, New York 17, N. Y., announces completion of a film which Legion groups may borrow for free, providing they are willing to pay the two-way postage charge. Called *With Dog and Gun*, it is 16mm, has sound, and is in color; runs 27 minutes. The picture shows Pointers, Chesapeake Bay and Labrador Retrievers, German Shorthaired Pointers and English Springer Spaniels in action on varied game from Florida to Saskatchewan. We viewed it and recommend it heartily.

Heddon's de luxe 80-page fishing tackle catalogue is now ready. Has such features as fishing tips, care of tackle, full-color print of a bluegill made for framing, full details on Heddon's famous rods, reels and lures including the "Stringaree" (first "up-and-down" action lure). Catalogue costs a quarter. A pocket-size, condensed, 32-page catalogue is free. Write to James I Heddon's Sons, Dowagiac, Mich., for either.



"Do you consider it a worthwhile effort to wipe a fishline dry and make it ready for use in a single operation?" asks Robert Benson, Lincoln Street, Holden, Mass. "Sure do," we answer. "Then," says Benson, "fill a fired shotgun shell with melted tallow. Cut a slit through the side of the shell and into the wax about one-third the way. Then insert the fishing line in the slit. As the line is rolled in water is squeezed out and the wax is applied."

(Continued on page 51)

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**WHEN THE MOVIE'S OVER . . .** what's the first thing you do? If you're a smoker, you light up. If you're a smoker who really wants to *enjoy* a cigarette, you light up a Lucky! The reason is as simple as boy-meets-girl: a Lucky *tastes* better. You see, Lucky Strike means fine tobacco. Then, this fine tobacco is toasted to taste better. "It's Toasted"—the famous Lucky Strike process—tones up Luckies' light, mild, good-tasting tobacco to make it taste even better . . . cleaner, fresher, smoother. So, why settle for less than a Lucky? Whenever you light up, enjoy the better-tasting cigarette . . . Lucky Strike.



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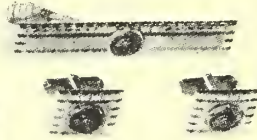
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**Longines-Wittnauer ENSIGN Watch.** Modern Styled AUTOMATIC self winding. Stainless steel, 17 jewel, waterproof, shockproof with luminous dial. \$57.50



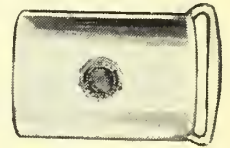
**L414—General Utility Knife.** 3 3/4 inches long. Black stagged handle, 4 blades (spear, can opener, screw driver, caplifter and punch). \$2.50



**LHB3047—Anson smartly finished tie bar and cuff link set.** Yellow gold finish in gift box. \$3.58

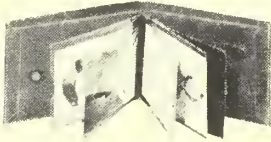


**1G3056—Tie Chain.** Attractive in its simplicity. Bright polished yellow gold finish. \$1.65

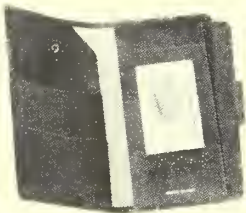


**L1010 M—Swank Gold Plate Slide Buckle** designed for popular one inch belt. Each... \$3.30

**L1010SS—Same as above except in Sterling Silver.** \$5.50  
**Brown or Black Cowhide belt for above buckles.** \$1.50  
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**L3510—Amity IDENTIFIER Smooth Cowhide Billfold in Golden West.** Four wing "Replace A Pass" for cards and photos. Secret currency pocket, duplicate key pocket and permanent registration. \$4.40



**L31868—Amity Letter and Memo Case** of smooth cowhide. Golden West, Bill compartment and card pocket. Memo pad swings to use inside or outside. \$4.40



**L36605—Amity Key Kaddy** of smooth cowhide. Mahogany or Golden West. Removable six hook assembly. License pocket \$2.20  
**L36606 Key Kaddy—Same as above except in Goatskin.** \$1.38



**L1500—Sham Bottom Tumbler.** 12 ounce heavy tumbler with two color emblem. Set of 8... \$2.40

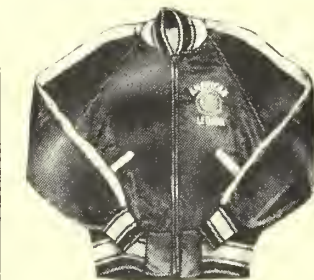


**Tele-Hour 8H29—Telechron CALENDAR clock.** Tells time, day and date automatically. Massive brushed brass collar encircles beautiful white dial. Bezel is polished brass. \$16.45

**Telechoice 2H147—Versatile Telechron clock** hangs on wall or stands on shelf, table or desk. Color styled in White, Red or Yellow with chrome color ornamentations. \$6.58



**L811—Zelan Jacket.** Light weight, water repellent blue zelan jacket with two color knit neck and sleeve trim. \$6.95  
**ZELAN jacket,** same as above except without knit trim. Available in navy (LB810) or oyster (L0810). \$6.30



**L796—Sweat-Jacket-Shirt.** Attractive combination jacket and sweat shirt. Half zipper makes it easy to slip on and off. Heavy fleece lined cotton with ribbed cuffs and bottom. Specify blue or white and size. \$2.75



**LM1625—Two-Tone Satin Jacket.** Lustrous satin jacket in bright blue with gold trim. Full kasha lined with zipper front and two color knit trim on collar, cuffs and bottom. Slash pockets and water repellent treated. \$8.95



**L965—Evans Lighter.** Specially designed. Emblem inlaid in true colors on plain polished golden metal finish. Sensational value. \$4.00



**NR640-16—REXBILT Brief Case.** Finest smooth split cowhide, 16 inch, three pockets. Steel reinforcement, brass lock, heavy saddle stitching. Ginger or suntan. \$16.50  
**NR640/18—Same as above except 18 inch size.** \$18.43



**L375-1—Sheaffer Fineline Pen and Pencil.** Inexpensive matched set made for effortless writing at a reasonable cost.  
Black only... \$3.95  
Pen only... \$2.25  
Pencil only... \$1.75



**A452—Liberty pattern,** stainless steel service for 6. Twenty four pieces packed in a handy, cardboard "lock-in-box". \$6.50

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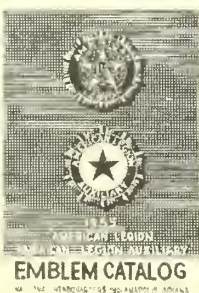
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**CIVIL SERVICE TO CONFORM WITH 1953 VETS PREFERENCE LAW:**

A 1½ year effort to bring Civil Service practices and instructions in line with a veterans preference enforcement law was successfully concluded on Feb. 2. . . . Law in question is P.L. 271, enacted into law in August, 1953. . . . The law specifies that Federal agencies can appoint a non-veteran over a veteran (other things being equal) only when the Civil Service Commission makes a definite ruling that there is sufficient reason to justify such appointment. . . . Agencies, notably the Post Office Dep't, had continued to appoint non-veterans over veterans after the passage of the law without benefit of Civil Service rulings in each instance. . . . Complaints by the Legion and other organizations to the Post Office Dep't revealed that its authority, the Federal Personnel Manual, had not been changed to conform with the law. . . . Legion protests to the Post Office Dep't and the Civil Service Commission brought no action at first. . . . Then, Legion Legislative Director Miles D. Kennedy brought the matter to the attention of Rep. Tom Murray (Tenn.), Chmn of the House Post Office and Civil Service Committee. . . . Following vigorous action by Murray, Postmaster General Arthur Summerfield announced that he was convinced that the manual was incorrect, and that the Post Office would henceforth comply with the law. . . . Shortly thereafter the Civil Service Commissioners met with Legion Economic Director Clarence W. Bird, and representatives of other veterans organizations. . . . On Feb. 2, Philip Young, Chmn of the Civil Service Commission, wrote Bird that the Commission had decided to put P.L. 271 into effect, and would revise the manual accordingly.

\* \* \* \*

**ARMY WANTS STENOS FOR OVERSEAS:**

Dep't of Army is in need of unmarried, female, civilian stenographers for overseas duty with the Far East Command in Japan. Basic requirements: Age, 21-50; U.S. citizen; take dictation at 80 wpm, type at 45 wpm. . . . Jobs pay \$2,950 a year; tour of duty is 2 years. . . . Transportation to and from Japan at Army expense, housing abroad supplied free. . . . General recruitment for stenos in Europe not being made. . . . Those with satisfactory 2-year tour in Japan would have priority for a European tour of duty if they want it, says Army. . . . Applicants should get Standard Form 57 from any 1st or 2nd class Post Office, fill it out and send to: Department of Army, Office of Chief of Staff, Overseas Affairs Division, Old Post Office Bldg., Washington 25, D. C.

\* \* \* \*

**HOW TO GET SOCIAL SECURITY CREDIT FOR MILITARY SERVICE:**

Under Legion-backed laws, Congress has awarded Social Security coverage to persons for their periods of military service in WW2 and during the Korea-period hostilities. . . . This is not news. . . . However, "Newsletter"

has been asked on many occasions how one has his military service entered on the Social Security records, and it is a good question. . . . The credits are not awarded until benefits are applied for, which usually means (a) when the person who is covered retires at age 65, or (b) when the person who is covered dies and his or her eligible survivor (s) apply for benefits. . . . Thus in most cases it will be long years after military service that one will establish his military credit with Social Security. . . . Discharge papers, other records of personal military service, service serial number are the chief tools for establishing the credit. . . . It would follow that personal military records should be kept with other vital papers, such as one's personal will, insurance policies, etc., along with a memorandum that military service as proved by military records counts toward Social Security benefits when benefits are applied for.

\* \* \* \*

**ANNUAL REHAB CONFERENCE HELD: DETAILS LATER:**

The annual Rehabilitation Conference of The American Legion got under way on March 1, in Washington, D. C. . . . Meeting, which pulls in key service officers and Legion Rehab officials from all over the country, occurred at time this issue was being readied for press. . . . To give adequate coverage, a story on conference has been postponed until next issue of this magazine.

\* \* \* \*

**HOOVER MEDICAL REPORT RELEASED:**

On Feb. 28, the 2nd Hoover Commission released its report on Federal Medical Services. . . . Report differs from that of 1st Hoover Commission (1949) to which Legion took violent exception. . . . But tenor is similar. . . . Nat'l Cmdr Collins and Nat'l Rehabilitation Commission have condemned report as incompetent and unrealistic. . . . Report does not ask that all U.S. medical services be lumped in a single U.S. medical agency, as 1949 report did, but does urge a large curtailment of Federal medical services. . . . Suggests that VA close 19 hospitals, and possibly others. . . . Asks for continued tightening of processes for allowing non-service-connected care. . . . Asks that outpatient care be made available for eligible non-service patients, before and after hospitalization. . . . Asks consolidation of all laws pertaining to medical and domiciliary care of veterans. . . . Report repeats misleading introductory statement of 1949 report, claiming that government has accepted responsibility for some of the medical care of every living veteran, including 17½ million veterans without service-connected disabilities, an unwarranted exaggeration of the meaning of the non-service-connected hospital privilege which 1st Hoover Commission had been asked to disown as irresponsibly misleading the uninformed. . . . Government will never give any medical care to the bulk of the entire 17½ million. . . . They are biggest group in Commission's estimate that government has assumed responsibility to provide some medical care to a grand total of 30 million people.



## VA BENEFITS EXEMPT FROM FEDERAL INCOME TAX:

Persons receiving various benefits from the Veterans Administration need not report them as income for Federal income tax purposes, the VA and the Internal Revenue Bureau advise. . . . Dividends which veterans receive on their GI insurance policies also are exempt from taxation and need not be reported as income. . . . Among the tax-free VA payments are the following. . . . Education and training allowances for post-Korea veterans enrolled in schools and training establishments under the Korean GI Bill. . . . Subsistence payments made to disabled World War II and Korea veterans training under Public Law 16, the Vocational Rehabilitation Act. . . . Subsistence allowances paid to World War II veterans training under the original World War II GI Bill. . . . Disability compensation and pensions received by veterans because of service-connected and non-service-connected disabilities. . . . Grants to seriously disabled veterans for homes designed for "wheel chair living." . . . Grants for motor vehicles to veterans who lost their sight or lost the use of their limbs. . . . World War I emergency officers' retirement pay. . . . Death benefits to families of deceased veterans also are exempt from taxation. These include compensation, pension and all GI insurance payments.

\* \* \*

## SEEKS NEW VA HOSPITAL IN TENNESSEE:

Senator Albert Gore (Tenn.) is seeking Congressional support for construction of a new 5,000-bed VA general hospital at Nashville, Tenn., to replace the temporary hospital on White Bridge Road in Nashville.

\* \* \*

## MORTGAGE LOAN DODGE IN NEW YORK:

A grand jury in New York is investigating a home-loan racket whereby fantastic mortgage fees have been charged by persuading the home-owner who seeks a loan to incorporate. . . . While the law in New York and most States places limits on charges which may be levied against home-loans to individuals, no limit is set on loans made to corporations. . . . By a combination of 6% interest, plus "fees" and "bonuses," some lenders are reported to have charged as much as 65% on second mortgage loans made to home-owners who incorporated at the suggestion of the lender. . . . The victims, who of course have had to cooperate in the scheme in their anxiety to borrow money, have paid even more than that. . . . They have to pay a State corporation fee; they lose federal income tax deduction on their personal income for the interest paid on the loans. . . . And those among them who are veterans lose their State veterans tax reduction on their homes.

\* \* \*

## HOW TO GET YOUR SERVICE MEDALS (PART II):

Lengthy piece in "Newsletter" on How to Get Your Service Medals (See Feb. issue) has brought requests for uncollected medals pouring into military personnel offices, with complications, especially for Navy and Air Force.

Navy Dep't emphasizes that ex-Marines writing in for their wartime service medals should not write Bureau of Naval Personnel. . . . Navy requests Marines write instead to Commandant, U. S. Marine Corps, Decorations and Medals Branch, Washington 25, D. C.

Because volume of mail following publication was huge, Navy Dep't also asks that ex-Naval personnel help mail-sorting and routing of medal requests by using a more detailed address, as follows: If you were an officer address Chief of Naval Personnel, Att'n Pers-B4, Washington 25,

D. C. . . . If you were enlisted, write Chief of Naval Personnel, Att'n Pers-E3, Washington 25, D. C. . . . Use of such addresses will speed handling of voluminous requests. . . . Navy also advises that while few Naval personnel are eligible for it, the Medal for Humane Action (Berlin airlift) is available through the Navy. . . . Coast Guard personnel should write for their service medals to: Commandant, U. S. Coast Guard, Washington 25, D. C.

Meanwhile, volume of requests for service medals for Air Force (and old Army Air Corps) personnel have caused difficulties for Air Force. . . . It now requests that future applications for service medals be channeled through different addresses, depending on status of person making request. . . . Air Force offers three different addresses as follows (1) If you are on active duty in the Air Force or are in the active Air Force Reserve write: Chief, Awards Branch, Personnel Services Division, Director of Military Personnel, Hq., U. S. Air Force, Washington, D. C. . . . (2) If you are an inactive Air Force reservist, write: Commander, Air Reserve Records Center, 3800 York St., Denver, Colo. . . . (3) If you are a former Air Force member but not now in the reserve write: Chief, USAF Liaison Office, Military Personnel Records Center, 4700 Goodfellow Boulevard, St. Louis, Mo., Att'n: Bldg 203.

A lengthy report, too large to recap here, was printed in "Newsletter" in Feb., describing how to get service medals.

\* \* \*

## ALL KINDS OF INFO RELATING TO VA BENEFITS:

Veterans Administration regularly releases information of interest to persons who have contact with VA in connection with the many benefits it handles, in attempt to help the average vet know as much as he can about different problems that arise in connection with benefits.

Some recent reminders on sundry subjects are the following:

If a vet draws compensation and has his insurance premiums deducted from his compensation payments, he must resume payment of the premiums himself immediately, if the compensation is reduced below the amount to pay the premiums in full. . . . Automatic deduction stops if compensation is inadequate to meet premiums in full.

Must a vet who draws a pension from the VA report his wife's income when he makes his regular report to VA on his outside income? . . . No, says VA. Pensions are limited, among other things, by the amount of one's other income, but not by his wife's income.

A veteran who wishes to appeal a decision on a compensation claim made by a VA rating board must appeal within one year or not at all. However, he may start a fresh claim after the year is up and add any information that he might otherwise have used in appealing the original decision.

Vets taking training under the Korea GI Bill may get up to 30 days authorized absence, for good reason, in any year. But unused absences for one year may not be carried over to the next.

A vet who sent a check to the VA for his insurance premium payment, and discovered later that he forgot to sign the check, would have 31 days from the date VA wrote him of his error in which to make good without a policy-lapse — provided the omission was an honest mistake and the check would have been good if signed.

Vets who wish to make payments in advance on GI home loans should pay not less than the amount of one regular installment, or \$100, whichever is less.



APRIL 1955

## President Asks All Americans To Join Back To God Program

Sunday evening, Feb. 20, Grand Central Terminal in New York City was the scene of the 4th annual nationwide radio and TV observance of The American Legion's Back To God movement.

The great vaulted station, where thousands arrive and depart on New York Central trains each day, served as a gigantic studio for the telecast over the American Broadcasting Company network.

President Dwight D. Eisenhower, in a filmed message from Washington, D. C., spoke to the nation on the Legion-sponsored program, saying: "It is significant, I believe, that The American Legion has seen fit to conduct a Back To God movement as part of its Americanism program."

The TV program was seen and heard by a huge audience in the station and millions more watching and listening throughout the U. S. A trio of distinguished clergyman, Father James Keller, Rabbi Robert I. Kahn and Reverend Billy Graham spoke on the program.

They were joined by American Legion Nat'l Chaplain Father Albert J. Hoffmann, Nat'l Cmdr Seaborn P. Collins and Nat'l Auxiliary President Mrs. Percy Lainson.

The U. S. Military Academy Chapel Choir, massed on the southwest balcony of the station, supplied a background of religious music throughout the half hour program.

The Cadets, who had come to New York from West Point, were guests at a Military Ball in their honor on the previous evening at the Biltmore Hotel.

Legionnaires in the audience received a special thrill when the Choir opened the program by singing the Preamble to The American Legion Constitution.

### Speakers

The recurring theme of the broadcast was the importance of religion in American life and in the development of this country.

In his invocation, Nat'l Chaplain Hoffmann emphasized the fundamental differences now dividing the world when he said, "We remember today those peoples in the communist-dominated countries who have been subjugated,

suffering loss or restriction of these freedoms. O God, be with them and grant them soon the rights which Americans have always declared unalienable—the rights to life, liberty and the pursuit of happiness."

Rabbi Robert I. Kahn, of the Congregation Emanuel, Houston, Tex., called faith in the Almighty "... the foundation of our lives. It is not only for God's sake that we return to Him, but for our sakes, that we may build our lives upon the abiding foundations of His law."

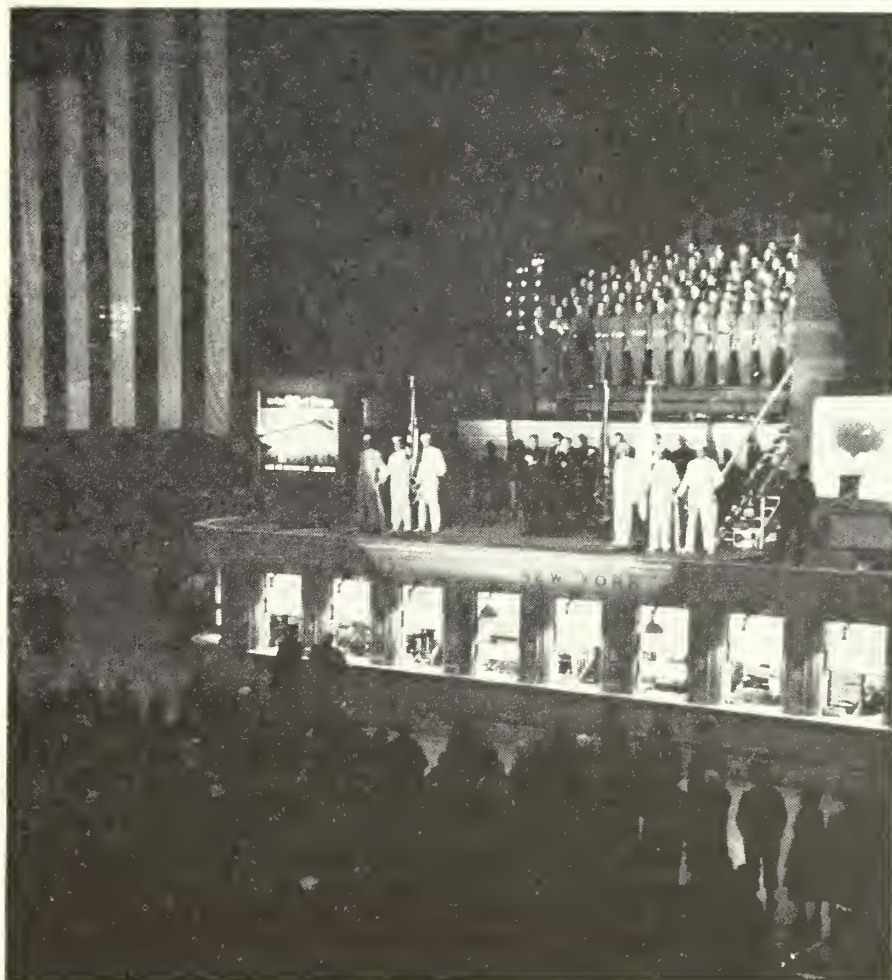
Father James Keller, founder of the

Christophers and an eminent Catholic leader, called attention to the necessity for religious instruction of the nation's youth.

Stressing the religious training of the first President, George Washington, Father Keller said, "If young people today are to receive the God-given heritage which is their due, they must have nothing less than the religious training that George Washington received through his home, church and school."

"To fail to give young people a complete spiritual training is to shortchange them."

The Reverend Billy Graham, world famous evangelist, called the Back To God movement "... a symbol of the tremendous renewed interest in religion and God, the Bible and the church in America today. About thirty or forty



The scene above is Grand Central Terminal in New York City on Feb. 20, as the 4th annual American Legion Back To God television and radio program drew to a close. Nat'l Chaplain, Father Albert J. Hoffman, is delivering the benediction.





Reverend Billy Graham



Father James Keller



Rabbi Robert I. Kahn

years ago we decided that we no longer needed God. We decided that we could build a great nation without God. And so we substituted materialism, secularism, humanism, behaviorism and other isms. But since WW2 and the age of the atomic bomb, the hydrogen bomb, we have come to realize that we need God.

"We have seen today, perhaps, the greatest religious awakening in American history."

Nat'l Cmdr Seaborn P. Collins said "the individual's right to believe and practice the religion of his choice is the most important of all our traditional freedoms."

Introducing Mrs. Percy Lainson, Nat'l President of the Auxiliary, Cmdr Collins said that the women of America "have traditionally led the way in maintaining our spiritual defense." Mrs. Lainson declared that "the most important thing is to make God a part of our daily lives. To me, the primary duty of mothers is to teach our young how to pray, and this can best be done by family prayer and regular religious worship."

Nat'l Cmdr Collins then introduced the President of the United States.

### President's Message

President Eisenhower's message emphasized that "Recognition of the Supreme Being is the first—the most basic—expression of Americanism. Thus the Founding Fathers saw it; and thus, with God's help, it will continue to be.

"Each day we must ask that Almighty God will set and keep His protecting hand over us so that we may pass on to those who come after us the heritage of a free people, secure in their God-given rights and in full control of a Government dedicated to the preservation of those rights. I can ask nothing more of each of you—of all Americans—than that you join with The American Legion in its campaign."

In addition to the on-the-spot-telecast, the Back To God program was broadcast over the National Broadcasting Company radio network at the same time. The Mutual Broadcasting System and the American Broadcasting Com-

pany transcribed and rebroadcast the program later the same evening.

The Legion's annual TV and radio Back-To-God program marks the work done throughout the year by the Legion's 17,200 Posts in what has become a major effort of the Americanism program.

The movement was adopted as a nat'l program at the Nat'l Convention in Miami in 1951. It became a permanent nat'l program by action of the Nat'l Executive Committee in Oct., 1954.

### MEDICINE:

## Heart Payoff

The American Heart Association started a drive in January to prevent the one heart disease that can be prevented by human knowledge and human effort.

The disease is rheumatic heart disease, a permanent scarring and weakening of the heart, caused by rheumatic fever. Rheumatic fever, in turn, is an inflammatory disease which sometimes follows "strep" infections, usually of the throat.

Thus rheumatic heart disease is one of three links in a chain: (1) strep infection (hemolytic streptococcus), (2) rheumatic fever, and (3) rheumatic heart disease. They follow each other in that order. About 3 per cent of all strep infections lead to rheumatic fever.

No drug can cure rheumatic heart disease. The treatment for rheumatic fever is prolonged, expensive and uncertain. But strep infections can be wiped out by the proper use of penicillin or other antibiotics. If detected and treated early enough, they can be wiped out before rheumatic fever complications gain a foothold. Thus early elimination of strep infections is a specific preventive measure against rheumatic heart disease.

Hundreds of thousands of Americans have rheumatic heart disease. Rheumatic fever makes regular, widespread, new inroads into the health of American children—for the disease is most prevalent among the young. It infects constantly, quietly—not in dramatic epidemics. Once a person has had rheumatic fever he is more liable to future

infection than if he had never had it.

On Feb. 15, The American Heart Ass'n announced that it had sent 110,000 doctors a 7-page letter containing the essential information for the prevention of rheumatic fever. The letter pulled together into brief outline the essence of many researches, indicating the proper use of antibiotics for prevention.

At the same time, the Heart Ass'n started a public education program, urging that sore throats, and certain other infections—especially in children—be called to the attention of family physicians at the earliest possible moment. Without an early opportunity to spot strep infections and speedily eliminate them, a doctor's knowledge of rheumatic fever prevention is merely academic.

The Heart Ass'n's recommendation for people who have once had rheumatic fever went further. It advised that they go on a lifelong dosage of antibiotics, in consultation with their physicians, to prevent strep infections. This because of their much greater vulnerability to rheumatic fever, having had it once before.

The Heart Ass'n announced at the same time that it had prepared pamphlets, movies and other educational material to assist in the huge public information program that will be necessary to effectuate any wholesale prevention of rheumatic fever.

The American Legion has been especially interested in the control of rheumatic fever, because of the knowledge of the widespread devastation caused by the disease gained by Legionnaires in the course of the Legion's development of its huge Child Welfare program. In 1948, The American Legion and Auxiliary gave the American Heart Ass'n \$50,000—the largest sum it had had up to that time. Legion interest in checking rheumatic fever was the chief motive behind the gift.

Legion Posts interested in aiding in the public education aspect of the new drive against rheumatic fever may obtain informational material from their local Heart Ass'n chapter. Where there is no local Heart Ass'n chapter, State health agencies can advise where materials may be gotten.

### THE VA:

## Admiral Boone Retires

Vice Admiral Joel T. Boone retired on Feb. 28 from his position as Chief Medical Director of the U.S. Veterans Administration.

Admiral Boone, who had headed VA medical services since March 1, 1951,



## IN AND OUT OF THE VA



Admiral Boone



Dr. Middleton



Thomas J. Sweeney

notified VA Administrator Harvey V. Higley last June that because of failing health he would have to retire at the completion of four years service.

Admiral Boone was replaced on March 1 by Dr. William S. Middleton, of Madison, Wis.

In his four years at the VA's medical helm, Admiral Boone distinguished himself as a fighting champion of war veterans. He vigorously opposed all movements during his term in office aimed at limiting or impairing medical services for war veterans in need of care. He tangled publicly with the American Medical Association, on whose nat'l Board of Delegates he once sat, in defense of proper care for veterans.

On retiring, Admiral Boone said of the job of VA medical chief: "I have found it to be one of the greatest privileges that can come to any physician. I do believe there is no greater responsibility in medicine, in or out of government, or one with wider opportunities for service . . . [the job] is the most exacting, demanding and wearing of them all. It is a thrilling experience."

The VA medical system operates 172 hospitals, works in conjunction with dozens of medical colleges, supports vast medical researches, handles a daily hospital patient load in excess of 100,000, operates 105 clinics that handle 140,000 visits a month, provides daily domiciliary care for 17,000 veterans.

Dr. William S. Middleton, new VA medical chief, has been Dean of the University of Wisconsin Medical School since 1935. He is an overseas veteran of both World Wars. His distinguished record in medical and wartime military service has included many close contacts with the VA. Dr. Middleton served as a specialist in tuberculosis with the U.S. Veterans Bureau back in 1922. He was a member of a special medical group established by law to advise the VA, after WW2, in the building of its present medical program. He has been chairman of the Deans Committee affiliated with the Madison (Wis.) VA hospital.

Dr. Middleton was born in Norristown, Pa., Jan. 7, 1890. He got his MD degree from the University of Pennsylvania in 1911.

### Sweeney Heads GI Loans

In another top-flight change at the VA, Thomas J. Sweeney was appointed assistant deputy administrator of the VA's multi-billion dollar GI loan program in Feb. He had been acting deputy since the resignation of T. Bertram King from that position last December. A native of Cleveland, Ohio, and a resident of Silver Spring, Md., Sweeney has been connected with mortgage loan activities since 1924, and with government mortgage activities since 1933. He joined the VA loan program in 1944.

### CIVIL SERVICE:

### Hoover Commission

While veterans had won one battle on Vet Preference (see "Newsletter,"

p. 29) they were keeping a watchful eye on another attack, namely the 2nd Hoover Commission's report on Personnel and Civil Service, released early in February.

Nat'l Cmdr Seaborn P. Collins charged that the report "takes up where the previous commission on government organization unsuccessfully left off in trying to weaken and destroy veterans preference in federal employment."

The 2nd Hoover Commission used as the basis of its report the study made by its Task Force on Personnel and Civil Service, headed by Dr. Harold W. Dodds, president of Princeton University.

While the Hoover Commission did not agree in full with its Task Force recommendations, there was little doubt that the veterans rights in Federal Civil Service were to be abrogated if its report got Congressional support.

The Commission recommended among other things:

1) A veterans special right to appeal to the Civil Service Commission be limited to the first five years after appointment to the federal service. At the completion of the five year period the veteran would lose his special appeal rights.

2) That a system be established which divides competing employees into three groups: (1) veterans with compensable service-connected disabilities (2) all

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other veterans and those non-veterans of 15 or more years federal service and (3) all other employees.

Commenting on the above provision, Nat'l Cmdr Seaborn P. Collins said, "This system would give a non-veteran with 15 years service, job retention rights over a veteran with 14 years and 11 months service. Such a right would be completely contrary to the purpose and principle of veterans preference and would deny the historical concept that military service in the defense of our country entitles the veteran to special consideration in obtaining and keeping a federal government position."

The 2nd Hoover Commission appeared to be playing both sides of the fence. While stating its belief that veterans should be given preference in federal employment during the early years of their return to civilian life, the philosophy expressed throughout was clearly opposed to all veterans preference.

The report of the Commission was enough to alert the Legion to the newest attack on Veterans Preference. How it would be fought would depend upon later developments. The Legion, said Cmdr Collins, "will await congressional hearings on this and other reports before submitting detailed testimony."

#### REHAB:

### Here We Go Again

Some Washington experts are of the opinion that the U.S. Veterans Administration is the most investigated agency in the Executive Department of the Government. If it isn't, the three latest investigations ordered early this year ought to put it on the top of the list.

The first of these new probes is the one authorized by the President on Jan. 11. On Feb. 2, The House of Representatives passed resolutions calling for two more investigations of vet benefits.

#### President's Commission

An Executive Order of Jan. 11 set up a seven-member commission to "make a comprehensive study of the laws pertaining to pension, compensation, and related nonmedical benefits for veterans and their dependents." The study had been indicated last August when President Eisenhower signed legislation increasing compensation and pension rates.

The White House in making the announcement of the formation of the commission said that the study was for the President's use in his recommendations to Congress for "modernizing these veterans' benefits and relating them to broader government social insurance and family protection programs."

The Commission report is to be made by Nov. 1, 1955, to the President.

According to reliable sources, the Commission will be headed by General Omar N. Bradley, former VA Administrator and his executive director will be Major General Ernest M. Brannon, former Army Judge Advocate General.

#### Select Committee

The study of benefits for survivors of Armed Forces personnel and former Armed Forces personnel made by a select committee, known popularly as the Bates Committee of the 83rd Congress, will be continued under H. Res. 35. The new committee will be known as the Hardy Committee, after the name of the new ehmn, Rep. Hardy, Va.

The Hardy Committee in its reconstituted form, has more power than the Bates Committee. In addition to its recommendations, Hardy's group is authorized to introduce legislation normally within the jurisdiction of standing committees.

On the same day that the new Select Committee was authorized, the House also gave the go-ahead to the Veterans Affairs Committee to investigate the main programs of veterans affairs. These included among others: Compensation, hospitalization, medical and dental care, insurance, education and training, and veterans unemployment compensation.

The Committee is prohibited from investigating any matter under investigation by another committee of the House.

#### Social Security

One aspect of all the investigations, reports, and studies was drawing watchful attention from Legionnaires. This was the oft-repeated linking of Social Security and veteran compensation and pension programs.

In budget messages to Congress in 1950 and 1951, President Truman made reference to consideration of Social Security in providing for veterans without service disabilities.

President Eisenhower's Budget message of early January said, "I hope that our mutual efforts will result in enactment of adequate and improved programs which will include full coverage for military personnel under our basic old-age and survivors insurance program and will properly relate benefits provided military personnel to those for veterans."

The use of similar language has become increasingly common in official Washington circles — similar both in what it does and what it does not say. It would be reasonable to entertain placing military personnel under social security on a regular basis. But what is meant by "properly relating" various benefits has never been clearly put forth.

#### EDUCATION:

### How Are They Treated?

The American Legion Child Welfare Division is wondering what a survey would show regarding the attitudes of high schools and State education departments in the several States toward married students in high school.

Youthful marriages have increased in recent years.

In addition, a substantial number of young men have left public school to enter the Armed Forces, have married, then decided to finish their education.

Old custom frowned on the presence of married pupils in public schools.

A hangover of this tradition may or may not be significantly impeding completion of the education of today's growing number of young married people.

Sample queries by the Child Welfare Commission staff, which wants to know the situation, have revealed an excellent attitude toward married students in some States.

Questionable attitudes have been noted in other States.

An awareness that married students are worthy of more attention has been noted in other States, but without any organized facts or ideas on the subject.

Once, many colleges frowned upon, expelled, or ignored married students on the college level. When the WW2 GI Bill packed colleges with married students, they were accepted.

But for a while colleges did little to adjust campus environments to the fact that so many students were heads of families.

Following an American Legion Child Welfare survey of that fact, an emergency meeting of college presidents led to better campus attitudes toward married students.

The general excellence of the married college students in their college work finally proved that the older taboos against them had been unrealistic.

Possible unrealistic hardships imposed upon married high school students today could include: (a) formal barriers, including rules and regulations against them in some States or communities, and (b) informal barriers, by which school officials show hostile attitudes toward married students.

Some young married persons are "advised" to stay out of school, go to night school, or otherwise pursue their objectives in comparative isolation or under restrictive conditions. These informal barriers suggest to the student that he presents an "embarrassment" to school officials.

How widespread these barriers are



in the nation is not known, in the absence of a thorough survey.

It is known that some married students have run into hostile attitudes based upon supposed "embarrassment" in some States, while in others there has been considerable planning to integrate them into the public education system.

The American Legion Child Welfare Commission plans to broaden its queries into this subject among educators.

This magazine will also receive, and forward, direct personal accounts of any young married persons who believe their public education has been impeded by official action because they are married. Write: Education Editor, American Legion Magazine, 720 Fifth Avenue, New York 19, N.Y. Do not include accounts of any difficulties except those having to do with marital status.

#### BRIEFLY NOTED:

Registration for the 37th American Legion Nat'l Convention began in early February. A check for the first 50 registrants was turned over to Convention Corporation President Joe Adams.

The Nat'l Convention will be held Oct. 9-13 in Miami—Miami Beach, Fla.

Convention contest rules have been published and are now available for distribution to musical and drill units. Write Contests Supervisory Committee's Secretary, P. O. Box 1055, Indianapolis 6, Ind.

Official contest entries must be executed in triplicate. The original copy goes to the Committee Secretary at Indianapolis; one copy to Dep't Hq; and one is retained by the drill or musical unit.

The Americanism Div. has announced that distribution of the 1955 *American Legion Junior Baseball Handbooks* would be delayed because of extensive revision and clarification of the rules. Departments will be advised of the earliest possible mailing date.

The Nat'l Oratorical Finals will be held at Blackwell, Okla., Apr. 5. Four contestants will compete for \$8,000 in scholarships. The contestants will be the winners of Sectional contests to be held Apr. 1, at: Penn Yan, N. Y.; Aiken, S. C.; Jefferson City, Mo.; and Santa Fe, N. Mex.

A new bridge over the Platte River south of Fremont, Nebr. on Route 77 has been named in honor of C. W. (Red) Motter who died recently. Motter was Dep't Vice-Cmdr in 1929. The bridge was named for him by action of the Nebraska legislature.

Dep't of Nevada is the 1955 winner of the Hanford MacNider Trophy. The trophy is awarded to the Dep't having the highest percentage of members for the period Oct. 20 to Dec. 31 each year as compared with the total number of members in the Dep't on the 31st



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#### SPECIAL OFFER: \$2.38 value only \$1.00

SEND ME \_\_\_\_\_ sets of 4 specially-designed Calvert "Lo-Ball" glasses, with my initial hand-carved and recipe folder. I enclose \$\_\_\_\_\_ to cover cost of glasses and mailing. (Enclose \$1.00 for each set. Limit of 3 sets.)



My initial, to be hand-carved on glasses, is \_\_\_\_\_ (One initial only)

Name \_\_\_\_\_ (Please print)

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Mail to Calvert, Box 5068-AL, Chicago, Ill.

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THE AMERICAN LEGION MAGAZINE • APRIL, 1955 • 35



of December the year preceding, Nevada won with a percentage of 90.05. ) Dep't of Louisiana won the Alvin M. Owsley Trophy for 1954. The trophy is awarded to the Dep't having the highest percentage of membership on Dec. 31 for the ensuing year as compared with the average membership for the immediately preceding ten years. Louisiana won with a percentage 101.25.

) Rep. Francis E. Walter, Pa., introduced H.R. 3813 in the House of Representatives. This bill would establish July 27, 1953, as the official cut-off date for American Legion membership eligibility for veterans of military service during the Korean war. The bill would amend the Congressional Charter of The American Legion.

) American Legion activities won 12 of the Freedoms Foundation awards for 1954, announced Feb. 22. Among winners were the Legion flag program, "New Glory for Old Glory," and the Legion-NBC radio program, "Inheritance." Addresses given by then Nat'l Cmdr Arthur J. Connell (Conn.) and then Nat'l Chaplain Dr. Tom B. Clark (Okla.) in 1954 won honor medals. The Dep'ts of Nebraska and Wisconsin won medals for educational and religious emphasis programs, as did two American Legion Posts—Post 51, Uniontown, Pa. and Post 399, San Jose, Calif. Two youthful contestants in the Legion's 1954 Nat'l Oratorical Contest won awards for youth public addresses—Jack McNees, Kansas City, Kans. and Marjorie Voytilla, Sheldon, Iowa. Mary Jane Balicky, Pittsburgh, Pa., won an award for her entry in The American Legion Auxiliary essay contest.

) Ground was broken on American Legion birthday, March 15, for outdoor amphitheater to seat 2,500 persons at Lyons VA Hospital, near Basking Ridge, N.J. Amphitheater is gift of American Legion Dep't of New Jersey, for use of patients at the large mental hospital. Dep't is raising \$75,000 for the project, has already gotten \$45,000 in cash and pledges from Posts and Auxiliary Units in the Dep't. Fund is an all-Legion affair, with no public subscription and goal of \$1 per New Jersey Legion and Auxiliary member to finish job. Amphitheater is badly needed addition for the morale and therapy of patients at hospital. The only present stage facility there is a recreation room that holds 450 persons. The hospital has more than 2,000 patients.

) The American Legion National Chorus Champions, from Post 23, Milwaukee, Wis., will compete in the Nat'l Convention at Miami, Fla., this October under a new director, Clyde A. Parnell. Paul Herbst, who directed the chorus

to the nat'l title in 1953 and 1954, recently retired from the directorship because of the pressure of business activities.

) Another Nat'l Championship outfit is due some belated recognition on these pages. Post 85, of Kankakee, Ill., won the National Color Guard Championship at the 1954 Nat'l Convention in Washington with a score of 97.4. That victory was inadvertently not included in the report of the nat'l competitions on these pages. Kankakee Color Guard also won the nat'l championship at St. Louis in 1953 and at Miami in 1951, and is a consistent contributor to the pageantry of American Legion conventions.

) An excellent reference book dealing with the status of reservists in the armed forces has been published by the David McKay Co., 55 Fifth Ave., New York 3, N.Y. Book is packed with questions and answers which interpret and explain a host of laws and regulations that affect reservists and all American males of military age. Title: *The Reservist's Guide and Record*. Authors: Maj. Daniel J. Kern and Lt. Cmdr George L. Cantzlaar. Price: \$3.50.

) Michigan State College, at East Lansing, Mich., is celebrating its 100th anniversary this year, and kicked the celebration off with Founders Day observation Feb. 12. The college, which was the first land-grant aggie school in the country, has a warm place in the hearts of Michigan Legionnaires. It has done an excellent job as host to the annual Legion Boys' State in Michigan. With 1,000 boys in attendance, the Michigan Boys' State ranks at the top in size.

) P. Ballantine & Sons, brewers, of Newark, N. J., are participating in the 1955 membership drive of 19 American Legion Departments. It is the first time that an American Legion membership drive has received outside sponsorship.

Any Legionnaire in the 19 Dep'ts who signs or renews five or more memberships will earn a "Ballantine Ballot."

A drawing will be made from the ballots earned by member-getting in each Dep't, at the Dep't 1955 Conventions.

The 19 winners so selected will be the guests of P. Ballantine & Sons at the Nat'l Convention in Miami, Fla., Oct. 10-13.

Carl W. Badenhausen, president of Ballantine, said on Feb. 1 that The American Legion merits membership strength to increase its effectiveness in resisting communism and fostering such positive programs as the Legion's Rehabilitation, Child Welfare, National Security and Americanism activities.

Dep'ts participating include: Ark.,

Calif., Conn., D. C., Fla., Maine, Mass., Miss., Nev., N. H., N. J., N. Y., Ore., Penn., R. I., Tenn., Vt. and Wash.

#### RECENT POST DOINGS:

) On five recent Wednesday afternoons, Post and Unit 1646, New Hyde Park, N.Y., held comic book "swaps" for school children of that community. 325 children brought in comic books and exchanged them for different ones supplied by the Post and Unit. In the course of the swap, 250 objectionable crime, sex, and horror comics traded by the children were removed from circulation. Dell Publishing Co. and Eastman Kodak Co. were among organizations that supplied clean comics to start the exchange rolling. Posts or Units which wish to conduct swap operations may obtain limited numbers of comics for such use by writing W. B. Brummitt, Eastman Kodak Co., 343 State St., Rochester 4, N.Y.

) Post 561, Los Angeles County, Calif., presents an hour-long vaudeville show twice a month (once for the boys, once for the girls) for the children at Juvenile Hall, Los Angeles County, Calif.

) Posts in Middlesex County, N.J., have, with help from the Auxiliary, donated more than \$1,000 to the SuzAnne School for Retarded Children in New Brunswick, N.J. The 29-Post Middlesex County Executive Committee regularly publicizes American Legion programs through radio broadcasts over station WCTC, New Brunswick.

) The sixth annual "Porchlight Parade" of Post 285, Galesburg, Ill., raised \$2,034 for the March of Dimes in less than two hours. Other Posts in Knox County also participated, and the total amount collected by Legion Posts in the county was \$5,073.89. During the past 15 years, Post 285 has purchased and maintained three iron lungs for the residents of Knox County at no charge.

) Post 109, Rutherford, N.J., with 415 members enrolled as of late January, has reached an all-time membership high.

) Post 46, Alabama City, Ala., prepared and delivered boxes of food to numerous needy families in the Post area. Post also participated with other vets' organizations in a fund-raising drive which netted more than \$1,300 for the March of Dimes.

) Post 28, South Ozone Park, N.Y., is inaugurating sponsorship of Little League Baseball in Queens County, N.Y.

) Post 10, Las Cruces, N. Mex., has voted to have members speak in the public and parochial schools of Las Cruces one day early in April in support



of the Savings Stamps program of the U. S. Treasury Dep't.

More than 1,000 employees of Gimbel Bros. Dep't Store and their friends attended the Annual Vets' Benefit Ball of Post 1206, New York, N.Y. TV star Ed Sullivan acted as master of ceremonies for the affair; singers Joan Werber and Don Cornell were among those who entertained. The event raised \$10,000 which Post gave to seven hospitals and a convalescent home to buy equipment and recreational material.

Post 7, Clearwater, Fla., has awarded a \$150 scholarship to Joe S. Everett, a law student at the Univ. of Florida.

Three years ago, Post 49, Lebanon, Ky., had 80 members; now the Post has 287 members and is still growing. For the past two years, the Post has held a community fair in which various civic groups had shows and from which these other civic groups raised money. During the past four years, Post has donated approximately \$1275 to such organizations as the local hospital, the city park, the city band. Currently, Post is: (1) working to secure industry for the city of Lebanon, (2) cooperating in establishment of a Nat'l Guard unit for Marion County, and (3) backing the Farm Bureau in an effort to secure a new telephone system for the county.

Post 1081, New York, N.Y., donated \$700 to the Beekman Downtown Hospital in that community. Money is to be used to furnish a room in which visitors may meditate or pray. Post made donation in memory of the late Dr. Carl Podin, Post Chaplain.

Post 678 (largest Civil Service Post in the country), New York, N.Y., offered its members a free course of instruction to help them prepare for the examination for promotion to the position of Supervisor in the N.Y. Post Office. For the first time in 34 years, Post is publishing a bi-monthly newspaper, the *Dan Tallon Post News*.

#### PEOPLE IN THE NEWS:

**Judge Wilbur M. Alter**, Past Dep't Cmdr of Colorado (1934-35), has taken the oath as Chief Justice of the Colo. State Supreme Court. Judge Alter is currently a member of the Executive Section of The American Legion Nat'l Rehabilitation Commission.

**Elmer L. Fraker**, Past Dep't Cmdr of Oklahoma (1935-36), resigned from position of Dep't Adjutant to become Administrative Sect'y of Okla. Historical Society.

**Rev. Bernard Gerdon**, Dep't Chaplain of Indiana, appointed Superintendent of Cathedral High School in Indianapolis, Ind.

**Lawrence J. Fenlon**, Past Dep't Cmdr of Illinois (1950-51), has undergone surgery at the VA Research Hospital, Chicago, Ill.

**Randall Biart**, Area "D" Child Welfare Chmn, hospitalized for surgery at Mayo Clinic, Rochester, Minn.

**Clarence S. Campbell**, appointed to Nat'l Executive Committee from Vermont, to fill unexpired term of Dr. H. Nelson Jackson, deceased.

**John Sherman Cooper**, Legionnaire and former U.S. Senator from Kentucky, approved by Senate Foreign Relations Committee as U.S. Ambassador to India.

**Ralph M. Godwin**, of Jackson, Miss., will serve as Nat'l Executive Committee-man from Mississippi, filling unexpired term of Robert D. Morrow, resigned.

**Abe J. Davidson**, Dep't Cmdr of Arkansas, is recuperating from a recent operation.

#### Died

**Lewis C. (Red) Morrison**, Past Dep't Cmdr of South Dakota (1929-30), in Long Beach, Calif., following a stroke.

**Gen. Brehon Burke Somervell** (U.S.A., Ret.), Legionnaire and Commander of Army Service Forces during WW2, at Ocala, Fla.

**Herbert L. Emmanuelson**, Past Dep't Cmdr of Connecticut (1944-45), at Pottsville, W. Va., while enroute to Florida. He was a member of the Nat'l Executive Committee, 1945-47.

**Col. Woolsey Finnell**, a founder of The American Legion, at his home in Tuscaloosa, Ala.

## COMRADES IN DISTRESS

Space does not permit notices to contact persons for any purpose except to assist in establishing a claim for a veteran or his dependents. Statement to that effect should accompany notice.

#### Army

**127th AAA**—While running an obstacle course at "topside" at Camp Haan, Calif., I received a leg injury. Oliver C. Burchard, who was my 1st Sgt in 1943 and early 1944, set my left knee. Two weeks after I was injured I was transferred. In order to establish claim, I now need to contact Burchard. Write me, **Clyde Dykes**, 1319 No. 7th St., Kansas City, Kans.

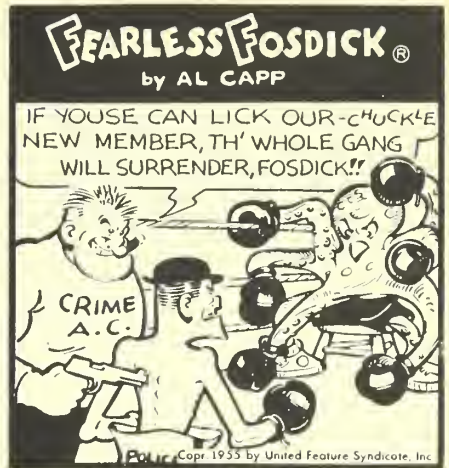
**25th Div, 27th Inf, Co B**—Need to hear from anyone who served with me in Korea, June to Oct. 1950. Especially need to hear from those who know of the injury I suffered in Sept., 1950, or who have information about the truck lost in a fire which destroyed our records. Write me, **Theodore R. Weinkauff**, Box 375, Lemmon, S. Dak. Claim pending.

**2nd Cavalry, Troop A**—While training remounts on the flats by the Winooski River, about Aug. or Sept., 1917, I fell from a horse and injured my neck. There were about 16 of us in the detail. Need to hear from anyone who recalls the incident. Especially recall Edward A. LaPlante and Sgt Louis G. King who was in charge and gave me first aid. Write me, **Albert Dunn**, Route 2, Opp, Ala. Claim pending.

**106th Div, 81st Engr Bn, Co A**—In order to establish claim, need to hear from anyone who has information about a jeep accident in which T/5 Cecil C. Russell was injured. Russell was thrown from the jeep he was driving when it struck a mine. Write Eunice Hall Hyman, Box 411, Owensboro, Ky.

**15th Army Hq, Engineer Section**—Need to hear from anyone who served with me at Fort Sam Houston, Tex., or in the ETO. Write me (former M/Sgt) **Joseph Dail**, Route 5, Lebanon, Tenn. Claim pending.

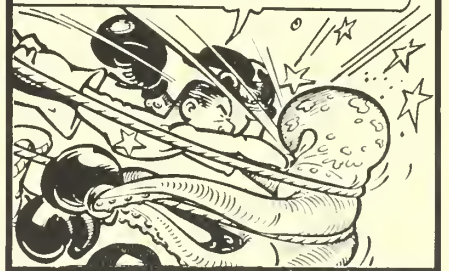
**896th Ordnance HAM Co**—Cpl Orville Van Damme served with this outfit (attached to 1st Army) in the ETO from Nov. 11, 1943 to Oct. 17,



**OUCH!** MY SHREWD LEGAL SENSE TELLS ME THIS FIGHT IS-GULP!--NOT ENTIRELY FAIR!!-- BUT--



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BUT, DAT WOULD BE ILLEGAL--MY NAME IS ARTHUR!!



**ONLY A CREAM DRESSING GROOMS HAIR THE NATURAL WAY! ABSOLUTELY NON-ALCOHOLIC WITH NATURAL INGREDIENTS. BUY AMERICA'S FAVORITE!!**





1945. He entered the service July 23, 1942; took basic training at Fort Bragg, N.C. Van Damme is now hospitalized and needs help to establish a claim. Anyone who served with him write his wife, Mrs. Orville Van Damme, 532 Curry St., Tomah, Wis.

**Camp Livingston, La.**—In order to establish claim, I need to hear from Lt Wagner who was on duty with one of the Quartermaster outfits on or about Apr. 8, 1942. Write me, **Oscar Thibodaux**, 5505 Northington Dr., Houston 16, Tex.

**109th Engrs, Co F**—At the railroad shop at the Mesves Hospital Center, France, in late fall, 1918, I was injured by a blowback explosion of oil from a locomotive firebox. A medical orderly treated my badly burned face at the 109th Engr Infirmary at Mesves-Buley; he also cared for it afterwards. The injury caused an impairment of the sight of my left eye. I now need to contact the orderly who treated the injury. Write me, **George F. Johnson**, P.O. Box 335, Spearfish, S. Dak. Claim pending.

**1918th Ordnance Ammo Co**—In order to establish claim, I need to hear from someone who knows of my foot trouble, of the X-rays I had taken, or of the fact that I was considered for a disability discharge at Bangor, Maine, before going overseas. Need to hear from: Henry Cunningham (Tex.); Lt. Williamson (Iowa); Sgt. Reitenor (Pa.); Dale Pfeifer. Write me, **William A. Willison, Jr.**, Jefferson, Iowa.

**129th AAA Gun Bn, Hq Battery**—I served with this unit at Fort Bliss, Tex., in 1943, and in England in 1944. In order to establish claim, I need to hear from Capt. Lusby (Medical Officer), or from anyone who knows his address. Write me, **Otto Traczynk**, Box 311, 26 Park Road East, Castile, N.Y.

**351st Inf, 1st Bn, Hq Co**—In order to establish claim, I need to hear from men who served with this outfit during the period 1946-47. Write me, **George W. McKenney**, Route 1, Box 307, Vicksburg, Miss.

**41st CAC**—In order to establish claim, I need to hear from anyone who remembers my knee, back, and shin conditions while stationed at Fort Kam in 1941. Especially want to hear from anyone who was with the outfit during the Pearl Harbor bombing. Write me, **George Thomas**, 685 So. New Hampshire, Los Angeles 5, Calif.

**Officers Training School, Raritan Arsenal, Metuchen, N. J. (WW1)**—Need to contact someone

who knows of the F.W.D. truck accident that occurred three miles from Metuchen, N.J., at 9:30 a.m., Aug. 30, 1918. I was thrown 30 feet over a wire fence on to a hard surfaced road. My right hip and side were fractured and a piece of steel went into my right eyeball. Have been in hospital several times since, have been blind. Need help to establish claim. Write me, **Edward R. Webb**, 149 Archer Ave., Shreveport, La.

**194th Inf, Co H**—At Camp Blanding, Fla., about Nov., 1944, Tebal W. Kusiak was treated for an ankle and foot condition. Kusiak was receiving basic training at the time. He now needs to hear from anyone who remembers his having been treated. Especially needs to hear from 2nd Lt McLaughlin (who is thought to have come from Mass.) who had Kusiak hospitalized after a hike. Write **Tebal W. Kusiak**, 103 Earl St., West Warwick, R.I. Claim pending.

**204th AAA Reg't; 244th AAA SL Bn, Battery C**—Need to contact anyone who served with me in these outfits at San Diego, Calif. Also need to contact anyone who served with me in Hawaii in Batteries A and B of the 294th and 296th AAA SL Bns. Need to hear from someone who remembers my having had pain or having talked about trouble with my right arm and shoulder during late 1944 and in 1945. My arm, shoulder, and shoulder blade have been removed because of an incurable tumor of the bone which turned into cancer. It is thought to have begun while I was in the service. Especially need to learn the whereabouts of: Delta B. Berry, Alfred H. Hensley, Walter E. Jasi, Harry H. Haizlip, Jr. Write me, (former S/Sgt) **Prentice T. Paulson**, 4451 So. Grant, Englewood, Colo.

**80th Div, 319th Inf, Co B, 3rd Platoon (WW2)**—In order to establish claim, I need to hear from Sgt Neal Hagan; Daniel McGee (Covington, Ga.); the medic in the 3rd platoon; and anyone who knows about my back trouble. Write me, **William Troy Price**, Route 9, Sevierville, Tenn.

**Fort Flagler, Wash., Station Hospital, July 1-20, 1918; Camp Eustis, Va., 48th CAC, Battery D, Sept. and Oct., 1918**—In order to establish claim, need to hear from anyone who recalls my sickness while with these units. I was also at **Camp Stuart, Va.**, where I had flu and a skin infection all over my body. Served overseas with: **45th CAC (Railway), Battery B;**

**Prov. Machine Gun Bn, 5th and 50th Inf, American Forces in Germany, 1919, to Oct. 1920.** Anyone who served with me or who recalls my hospitalization or treatment, write me, **Edgar R. Davis**, 319 Elm St., Midwest City 10, Okla.

**106th Div, 423rd Inf, Co B; Detached from Stalag 4B**—I have a back condition that developed while being marched on sick call from **Hiltendorf Prison Camp to Chemnitz (Germany) Hospital** during an air raid. Need to contact Buddy App, or anyone who helped me fill out ex-POW forms at a reception center in Rheims or Nancy (France) in April, 1945. Write me, **Norman R. Lawton**, Box 155, Houghton, N.Y. Claim pending.

## Navy

**PC 1178 and USS Hector**—In order to establish claim, I need to hear from those who served aboard these vessels during WW2. Write me, **George W. McKenney**, Route 1, Box 307, Vicksburg, Miss.

**USS Fulton, Pecos, Altair, Arkansas (WW2)**—In order to establish claim, the widow of **Metal-smith 2c Samuel C. Davis** wishes to hear from those who served with her late husband. Write Mrs. Lelia Davis, Box 366, Browns Mills, N. J.

**USS Millidgeville (Jan. 18-March 26, 1945); USS Howard D. Crow (Sept. 27-Nov. 26, 1943)**—While serving aboard one of these ships, Carpenter's Mate 1c **Wilfred L. Carufel** (U. S. Coast Guard) was treated for a knee injury. He needs to hear from anyone who remembers this. Write **Wilfred L. Carufel**, 164 Rowe Ave., Pawtucket, R. I. Claim pending.

**USS Wyandot**—In May, 1947, Fireman 2c **John A. Centore** received a nose injury in a boxing match on this ship. In June 1947, he received treatment for this injury at the Chelsea Naval Hospital, Boston, Mass. He wishes to hear from anyone who recalls the injury. Write **John A. Centore**, 89 Tobey St., Providence, R. I. Claim pending.

**NATTC, Memphis, Tenn. (Nov. 15, 1942-Jan. 1, 1944); LST 281 (1944)**—Anyone who recalls the knee injury I received playing football in Memphis or basketball on board LST 281 write me (former PhM 1c **Henry J. Garcia**, 1410 E. Santa Clara St., San Jose, Calif. Claim pending.

**Marine Corps Base Depot (S. Annex), Norfolk, Va.**—Need to hear from someone who served with me and who remembers the back injury for which I received hospital care. Would especially like to hear from 1st Sgt A. M. Wasson and Sgt Frederick L. Lopp. Write me, **Frank S. Carrozza**, 19 East Carson St., Canton, Pa. Claim pending.

**U. S. Naval Training Camp, Balboa Park, San Diego, Calif. (1918)**—Need to contact Pat Argus or Merle Everett, or anyone who remembers that Claude P. Williams was isolated and hospitalized for spinal meningitis in detention camp in Jan., 1918. Write **Claude P. Williams**, Box 94, Route 2, Denison, Tex. Claim pending.

**Naval Air Service (WW2) — Harold J. Yonash** served as a radioman on a U. S. Navy airplane. He was aboard an aircraft that was returning from a mission when the field to which it was returning came under attack. The crew evacuated the aircraft while it was still rolling on the coral runway. As the crew was running for the slit trenches, Yonash fell and tore open the palm of his left hand. Anyone who remembers this incident, or who served with Yonash, or who knows of the scar on his left hand, write his widow, Mrs. Harold J. Nash, 2104 Torbett, Richland, Wash.

**Navy 311, c/o FPO, San Francisco, Calif.**—Need to hear from anyone who served with me on Johnson Island, Aug. 9, 1944 to Jan. 1946. Write me (former Pic) **Alfonso Fahozzi**, Apt. 41, 734 E. 180th St., Bronx 57, N. Y. Claim pending.

## Air

**91st Observation Sqdn (1943)**—Need to contact someone who recalls that I injured by left foot at Godman Field, Ky., when I fell through a plank walk in front of the Orderly Room when I was CQ. I was a Sgt at the time. Write me, **James Mayfield**, Ellis Prairie, Mo.

**1580th Engineers Fire Fighting Co (WW2)**—Need to contact anyone who knew **Sgt Wilbur C. Patheal** at Ladd Field, Alaska. Sgt Patheal is now deceased. His widow and dependent children seek help in establishing claim. Write her, Mrs. Wilbur C. Patheal, 5012 S.E. Franklin St., Portland, Ore.

**574th Signal Air Sqdn, Co C**—Need to hear from anyone who served with this outfit at Puerto Princesa, Palawan, P. I. Especially need to learn the whereabouts of: Capt. R. J. Miller, a doctor who was stationed at Puerto Princesa in Mar. 1945; Adolph Bernadue and Joseph Caplin, both of Brooklyn, N. Y.; and Clayton Finn whose last known address was in Mo.

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**ALLENIZED® FABRIC** won't shrink out of shape or size. Made of soft, durable, fine combed-cotton and rayon—easily laundered. Ribbed knit. Stretches like an accordion—stays in your slacks or shorts during action wear.

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T-Shirt \$1.50 Brief \$1.25

Ankle-length drawers (not shown) \$1.95

At your favorite men's wear counter.

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- Write me, **Earl McMichael**, 15055 Norton, San Lorenzo, Calif. Claim pending.
- 462nd TEF Sqn**—While serving with this unit at Moody Field, Valdosta, Ga., in 1943, I fell from a truck in the squadron area and injured my right knee. I was taken to the base hospital by Cpl Dengler who worked in Sqn Supply. My knee was bandaged for two weeks. I now wish to contact anyone who served with this outfit in 1943. Especially wish to hear from: 1st Sgt Dennison; Cpl Esposito; Cpl Brennen; the S/Sgt who worked at the Motor Pool (he sent me down to close the windows in the truck). I was CO in the outfit. Write me, **James V. Ingo**, 125 W. Sidney Ave., Mt. Vernon, N. Y. Claim pending.
- 451st Bomb Group, 724th Bomb Sqn (APO 520, Italy, 1944)**—On mission to Blechhammer, Germany, July 7, 1944, I was flying as "spare" engineer-gunner in a B-24. During take-off, the front rollers of the pilot's seat broke out of the channel track and the pilot lurched backward off balance. I wedged my left shoulder, hip, and side between the bulkhead and pilot's seat and forced the seat back to a normal position. I am now unable to work and I need to learn the names and addresses of the pilot, co-pilot and other crew members. Write me, **Charles A. Donnelly**, Andover, Conn. Claim pending.
- 1534th AAF Base Unit, Pacific Div, ATC**—Need to hear from anyone who served with me on Johnson Island August 9, 1944 to Jan. 1946. Write me (former Pfc) **Alfonso Fabozzi**, Apt. 41, 734 E. 180th St., Bronx 57, N. Y. Claim pending.

## OUTFIT REUNIONS

Notices restricted to those which give: Name of outfit; date; city; meeting place of reunion; name and address of person to contact for additional information.

### Army

- Society of the 1st Div**—37th annual reunion, Chicago, Ill.; Aug. 26-28; Congress Hotel. Info from Arthur L. Chaitt, 5309 Germantown Ave., Philadelphia 44, Pa.
- 1st Armored Div Ass'n**—8th reunion, New York, N. Y.; July 1-3; Hotel New Yorker. Details from Sal Marino, 215 Del Balso Blvd., Wappingers Falls, N. Y.
- Society of the 3rd Inf Div**—Reunion, Portland, Ore.; July 15-17; Multnomah Hotel. Contact Joseph Southworth, 3116 N.E. 11th Ave., Portland, Ore.
- 3rd Armored Div Ass'n**—8th annual convention, St. Louis, Mo.; July 28-30; Jefferson Hotel. For info contact Paul W. Corrigan, 80 Federal St., Boston 10, Mass.
- 11th Armored Div Ass'n**—13th annual reunion, Detroit, Mich.; Aug. 11-13; Hotel Statler. Info from Richard A. Davidson, 18610 Ferguson, Detroit 35, Mich.
- 16th Armored Div Ass'n**—Annual reunion, Philadelphia, Pa.; Aug. 12-14; Hotel Benjamin Franklin. Write Paul J. Cooney, 5627 Washington Ave., Philadelphia 43, Pa.
- 26th (Yankee) Div Vets Ass'n**—Convention, Manchester, N. H.; June 10-12; Hotel Carpenter. Contact Archie J. Vigneault, 11 W. Appleton St., Manchester, N. H.
- 30th Inf Div Ass'n**—9th annual reunion, Nashville, Tenn.; June 30-July 2; Andrew Jackson Hotel. Write 30th Inf Div Ass'n, P.O. Box B, Bergen Station, Jersey City, N. J.
- 42nd (Rainbow) Div (both WWs)**—Annual reunion, Omaha, Nebr.; July 13-15; Fontenelle Hotel. Contact Howard Brace, 6629 N. 35th St., Omaha, Nebr.
- 80th Div Vets Ass'n**—36th annual reunion, Indianapolis, Ind.; Aug. 3-6; Claypool Hotel. For info write Dr. M. W. Pilgram, 205 House Bldg., Pittsburgh 22, Pa.
- 82nd Airborne Div Ass'n**—9th annual convention, Detroit, Mich.; July 1-3; Sheraton-Cadillac Hotel. Info from Howard J. Fichtner, 14184 Longacre Rd., Detroit 27, Mich.
- 83rd (Thunderbolt) Div (WW2)**—9th annual reunion, Philadelphia, Pa.; Aug. 18-20; Ben Franklin Hotel. Details from George Cooley, Sr., 1459 Beechwood St. N.E., Warren, Ohio.
- 84th (Rail-splitters) Div (WW2)**—10th annual reunion, Atlanta, Ga.; July 11-13; Fort McPherson. For details write Bernard A. Grimm, Box 229, Covington, Ky.
- 90th Div**—37th annual reunion, Kansas City, Mo.; Nov. 11-13; Hotel Continental. Contact Milton Sears, Cimarron, Kans.
- 94th Div Ass'n**—6th annual reunion, Philadelphia, Pa.; July 21-24; Bellevue-Stratford Hotel. Info from Anthony H. Mirra, Jr., 2810 Springfield Rd., Broomall, Pa.
- 102nd (Ozarks) Div Ass'n**—7th annual reunion, Toledo, Ohio; July 21-24; Commodore Perry Hotel. For info contact Cleve A. Wilson, 454 Russet Rd., Seaford, N. Y.
- U.S. Army Ambulance Service Ass'n**—36th annual reunion, Buffalo, N. Y.; July 14-16; Statler Hotel. Write Frank J. Williams, 29 Crescent Ave., Buffalo 14, N. Y.

- 301st Supply Train (WW1)**—37th annual reunion, Boston, Mass.; Apr. 23; Hotel Lenox. For info write Leroy F. Merritt, 38 Winthrop St., Brockton 48, Mass.
- 55th Artillery, Battery B (AEF)**—31st annual banquet, Boston, Mass.; Apr. 23; Hotel Manger. For info contact Frederick J. Milliken, 12 Puritan Ave., Dorchester 21, Mass.
- 364th Ordnance Maintenance Co**—Annual reunion dinner, New York, N. Y.; Apr. 30; Hotel Victoria. For details write Anthony Costello, 178 Ave. P, Brooklyn 4, N. Y.
- 146th Field Hospital (WW1)**—36th annual reunion, Columbus, Ohio; Apr. 30; Fort Hayes Hotel. For info contact Reed R. Harrington, 608 N. 4th St., Columbus, Ohio.
- 108th Inf, Machine Gun Co**—35th annual reunion, Williamsville, N. Y.; May 7; Buffalo Trap and Field Club. Contact George Yatteau, 1000 Winton Rd. N., Rochester 9, N. Y.
- 101st Signal Bn**—1st reunion, New York, N. Y.; May 14; Patio Club. For info contact Frank Prisco, 25 Thompson St., New York 13, N. Y.
- 65th General Hospital**—8th annual reunion, Union City, N. J.; May 14; De Salvia's Restaurant. For details write Frank E. Holt, 126 37th St., Union City, N. J.
- 112th Cavalry**—2nd annual reunion, Dallas, Tex.; May 21; Maury Hughes Farm (Mesquite). Details from Bill Shaw, County Courthouse, Dallas, Tex.
- 112th AAA Bn, Battery C (WW2)**—4th annual reunion, Providence, R. I.; May 21-22; Crown Hotel. Info from Raymond Blanchard, 17 Glen Drive, Warwick, R. I.
- 308th Machine Gun Bn, Co D**—17th annual reunion, New York, N. Y.; May 28; Hotel Shelburne. For info contact John E. Brophy, 88-03 104th St., Richmond Hill, N. Y.
- 504th MP Bn (WW2)**—Reunion, Augusta, Ga.; May 28-30; Bon Air Hotel. Write Charles Eling, 1548 West St., Cincinnati 15, Ohio.

### Navy

- USS Lexington**—2nd annual reunion, Long Beach, Calif.; May 7; Lakewood Country Club. Contact Tallie James, 2651 Cedar Ave., Long Beach, Calif.
- USS Wakefield**—5th annual reunion, New York, N. Y.; May 7; Hotel Edison. For info contact Jerome E. Slattery, 8 Weaver Lane, Levittown, N. Y.
- USS Chilton**—Reunion, New York, N. Y.; May 21; Hotel Woodstock. Info from Mike White, 37 Englewood Drive, New Haven 15, Conn.

### Air

- 778th Bomb Sqn**—1st reunion, Chicago, Ill., Apr. 23-25; Hotel Morrison. For info contact Telephone Libuda, 12 Eastford Rd., Southbridge, Mass.

### THE AMERICAN LEGION NATIONAL HEADQUARTERS

JANUARY 31, 1955

#### ASSETS

Cash on hand and on deposit....	\$ 654,534.10
Receivables .....	287,473.53
Inventories .....	409,065.15
Invested Funds .....	1,458,615.57
Permanent Trusts:	
Overseas Graves Decoration Trust Fund ..	\$ 258,311.76
Employees' Retirement Trust Fund ..	1,789,511.54
Real Estate .....	973,972.65
Furniture and Fixtures, less Depreciation .....	241,437.16
Deferred Charges .....	75,774.03
	<u>\$6,148,695.49</u>

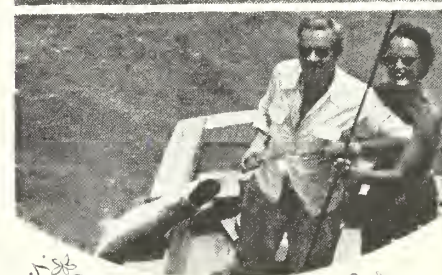
#### LIABILITIES, DEFERRED REVENUE AND NET WORTH

Current Liabilities .....	\$ 338,243.69
Funds restricted as to use.....	25,595.18
Deferred Income .....	1,521,739.68
Permanent Trusts:	
Overseas Graves Decoration Trust Fund ..	\$ 258,311.76
Employees' Retirement Trust Fund ..	1,789,511.54
Net Worth:	
Restricted Capital:	
Reserve Fund ..	23,852.30
Restricted Fund ..	18,507.77
Reserve for construction Wash. Bldg. ..	28,752.18
Real Estate ....	973,972.65
Reserve for Rehabilitation ....	422,240.47
Reserve for Child Welfare .....	36,656.79
	<u>\$1,503,982.16</u>
Unrestricted Capital:	
Excess of Income over Expense ..	711,311.48
	<u>2,215,293.64</u>
	<u>\$6,148,695.49</u>

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## GIVING OURSELVES AWAY

(Continued from page 15)

budget-balancing or debt reduction during the next few years is so slight that Congress recently had to authorize a peacetime increase in our statutory debt limit from \$275 billion to \$281 billion.

These are stop-look-listen signs of approaching government fiscal difficulty in any business rule book. And yet the proposers of further handouts for other nations conveniently ignore them as they obsessively pursue their multi-billion dollar goals.

The \$52 billion, of course, is only a part of America's total contribution to "One Worldism" since the end of the war. It does not include our donations to the United Nations and its agencies, or the \$3,400,000,000 which we handed over to the International Bank for Reconstruction and Development and to the International Monetary Fund. It does not include our outgo through the Import-Export Bank. It does not include offshore procurement, and the overseas jobs which it provides at the expense of Stateside jobs for Americans. It does not include the \$22,100,000,000 which private American investors have sent abroad to finance overseas ventures. Such a huge alienation of American assets for the benefit of other nations cannot fail to have had wide-ranging effects on our national economy.

The most obvious consequence has been the enforced postponement or rejection of badly needed social and economic projects which would have benefited the American people. We are a prosperous nation, but we are not rich enough to carry the whole free world, Atlas-like, on our shoulders, and still proceed with a costly public works program at home. We have had to make the hard choice between spending our money on Americans, or scattering it abroad. The decision of our policy-makers has been to scatter much of it abroad.

How costly the give-aways have been to our national economy can only be measured on the scales of what they have forced us to go without. The United States has a distressingly long waiting list of urgently needed public works which have lagged for want of federal and State money.

Let us glance briefly at some of these deferred national needs.

Top place on such a list naturally goes to education. America has a public school plant which is years behind its building goals. With Census Bureau estimates indicating an increase in our school-age population from the present 36 million to 44 million in 1960, our schools are not prepared for the increase. Unless school-building keeps

pace with the population rise, there will be an inescapable drop in the standards of instruction. Overcrowded schools and two-platoon schools are poor training grounds for future Americans.

Only a fraction of the money which has been sent overseas would give us the school facilities which would close the present gap. It is an interesting reflection that America's whole bill for public education, from kindergarten through high school, has never even approached the \$52 billion figure in any ten-year period.

There is also a lag of years in America's housing program.

A glance at any American city will disclose the immense unfinished job of slum clearance and home building which still confronts the nation. Private industry, aided by government, has expended billions on new housing in the last few years without even sighting its goal of an adequately housed nation.

A spectacular example of desperately needed American public works, now stalled for lack of money, is the American highway. We have permitted our highways to fall far behind the burgeoning needs of American transportation. One price which we are paying for our neglect is the 38,000 annual American traffic deaths and the costly loss of productive time to all our people.

Harlowe H. Curtice, president of General Motors Corporation, pointed out in November that the need for highway improvement throughout the country is becoming "desperate," and inadequate to accommodate our growing needs. General Clay's committee, appointed by President Eisenhower to survey national highway needs, has found that at least \$76 billion must be spent by the nation on highways over the next decade if traffic is not to be strangled.

What has become of the Missouri River Authority plan, or the Seven Year Straus Reclamation plan, or the Hell's Canyon Dam plan, or the Passamaquoddy Dam plan or numerous other promising, even if controversial, public works projects to benefit hundreds of thousands of American people? These have been kicking around Washington for years, waiting for Congressional approval. All are still on the cold storage list. All have been indefinitely postponed because the federal money was not available for them.

And yet, while needed hydroelectric projects which would enrich the American economy are hopelessly stalled in Washington, American money is sent to hostile India to help finance its Bhakra Dam, and to harness the Ganges. The Indian government has ex-



pressed its gratitude by refusing to sell to the United States any of its monazite or beryllium ore, badly needed in our uranium and jet-engine industries.

We do not need long memories to remember America's hideous dust-bowl experience of the Thirties. At the time it was proposed by far-sighted men that we lay out a tree belt across the country which would secure the Great Plains States from a recurrence of this human and economic tragedy. The belt was never constructed. Washington decided that it would cost too much money, although it could have been done for a fraction of the amount which we have expended on foreign aid since 1945. Now the U.S. Soil Conservation Service is issuing grave warnings that serious dust storms are coming this year which may turn 12,000,000 acres of our wheatlands into bad lands, by sweeping away our irreplaceable topsoil.

Is it not time to face the question: Can America really afford the give-away programs when such an elementary protective program for American agriculture remains on ice for lack of money?

A program of primary importance to American security—the development of Western Hemispheric production of all strategic metals needed in modern-scale warfare — is still largely in blueprint stage because government money is not available for its promotion.

Such a program could conceivably decide the survival of the American nation. If World War should again strike us, fought this time with atomic weapons, our ability to obtain strategic materials might be the deciding factor. Today we are perilously dependent upon overseas sources. We must obtain uranium from the Congo and now South Africa, manganese and chromite from South Africa and the Gold Coast, rubber from Malaya, etc. These could be shut off by a resourceful enemy, leaving us naked to his attacks.

One of the most abused arguments for foreign give-aways is that we must keep our "allies" friendly as a hedge against a shut-off of strategic materials which they control. A more logical American course than give-aways, of course, would be to make our own hemisphere self-sufficient in strategic materials, and thus to break our uncertain dependence. A Senate sub-committee, headed by Senator George W. Malone, recently made a ten-month study of this fateful subject. It found that there are 77 critical raw materials, mostly metals, which are necessary for war production. It found that most if not all of these materials are available in this hemisphere in deposits large enough to be worth working. It pointed out that in the United States alone only



## From where I sit by Joe Marsh

### Swiftly Gets Slowed Down

Swiftly Fisher has a short temper and really hit the roof when he got a parking ticket last week. He wasn't near a hydrant or too far from the curb. There was a big sign saying "ONE HOUR PARKING" and he'd only been gone twenty minutes.

*Running to Traffic Court, where Hack Miller was on duty, Swiftly hollered about how he hadn't done anything wrong . . . and how he is the most law-abiding driver in town.*

But Hack examined the ticket, and smiled. "Slow down, friend," he said. "You're not guilty of anything—except of making a big fuss over nothing. *This ticket came from some kid's policeman play outfit!*"

*From where I sit, jumping to conclusions can make anyone appear silly. Another way to look foolish is to make a quick decision on a question of personal preference. For instance, I like a glass of beer occasionally. You may be a buttermilk man. But neither of us ought to "lay down the law" about the other's choice.*

*Joe Marsh*



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12.7 per cent of the area has been mapped by the United States Geologic Survey, although the Survey has been operating for 74 years. Less than one per cent of the mapped areas have actually been geologically investigated.

Here is a program of such imaginative possibilities as to dwarf anything which we have attempted in resources control in the past. An attack upon this problem, in the all-out spirit with which we have conducted foreign aid, would bring epochal results. The self-sufficiency program, to be comprehensive, would need federal sponsorship. It would call for federal incentives, both in the form of direct underwriting and in tax inducements to private venture capital. It could be accomplished for a fraction of the foreign-aid money which we send abroad in a single year. And yet it remains a gleam in Senator Malone's eye—unattempted and only perfunctorily discussed by a nation which has \$52 billion to gamble away on uncertain allies overseas.

Another deferred security program of unimaginable importance to the American people is Project Lincoln which was worked out by scientists at the Massachusetts Institute of Technology in 1952 to provide a screen of protection for the North American continent against air attack by the Polar route. Project Lincoln, whose details are still a defense top secret, proposed a defense in depth against approaching bombers which would be as automatic as a railway signal system. In the event of atomic attack, the existence of such a system, while not affording absolute protection, would cut down the casualty lists in our great cities by millions of persons.

The catch is that such a radar and defense screen would be staggeringly costly. Some estimates of the cost of Project Lincoln have been as high as \$20 billion, although spokesmen of the Project have protested that it could be built for much less.

However, if Project Lincoln is the actual answer to our A-and-H-Bomb defense needs, \$20 billion would not be an excessive bill for the protection it would give to American citizens. As Senator Bridges has pointed out, the destruction cost of a single target area, such as Detroit, in the event an H-Bomb got through, could be as high as \$14 billion. The loss of life would run into the millions. Certainly, a United States which could give \$31,808,879,000 to a single country, Great Britain, in the 13-year period from 1940 to 1953, would be giggling to refuse a much smaller sum which might well save the lives of millions of Americans.

And yet, under the inverted logic of foreign aid, we gave the billions to Britain but we are still reluctant to spend

needed money for the security of Americans.

This year our Defense Department is spending approximately \$600 million on the air defense problem, some of it on extremely worthwhile projects. But for defense in depth, such as Project Lincoln could provide, we haven't got the money.

Other projects—better hospitals and clinics for low-income Americans, more mental hygiene facilities, improved nursing, geriatric research, rural housing, reforestation, rehabilitation of declining industries (coal mining is a distressing example), decentralization of

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our industries—are on the waiting list because they cannot be financed. The noble objectives of foreign aid seem less noble when we realize that the American people are paying such a price for its continuance.

It is difficult to escape the conclusion that the United States simply cannot afford to continue the give-aways, if it is to play fair with its own people. Paradoxically, the man who has pronounced the most devastating indictment of the whole foreign aid program is Dwight D. Eisenhower. In his address to the nation's editors, on June 23, 1954, he declared.

"The United States cannot . . . by its financial sacrifices carry all other nations of the world on its shoulders, and we should stop give-away programs. Now this is very true. You could not keep any other country in the world free merely by money. You can't buy or import a heart, or a soul, or a determination to remain free. Consequently, the statement that American so-called give-away programs are not going to keep the world free is absolutely true."

Sometime, the giving must stop, if we are to avoid national disaster. That time should be now, and not in some vague, distant tomorrow.

THE END



were with the Giants. Both looked good to us at the time we made them, but both have proved far more beneficial to the Giants than they have to us.

"Still, you see, we're not afraid to make deals even though we may get stung every now and then. As a matter of fact, it is our set policy to talk trade with every other club in the league each winter regardless of how we may have finished the year before. We try to be sure not to miss any chance to strengthen our club."

Quinn didn't pull any major swaps this winter but it wasn't because he'd been burned a couple of times. It's only when a deal is made which changes the basic balance of power in the league that a general manager has to realign his thinking.

Both the Giant and Dodger brass agree with Quinn that the Braves, with Thomson and Aaron, the amazingly precocious rookie outfielder of '53, restored to the full flower of health, and with Nichols rid of the rust he had gathered during two years in the Army, will be very tough to stop.

The big deal in the National League was one swung by Cincinnati and it could make the Redlegs into a rugged contender in '55. Birdie Tebbetts, a brilliant freshman manager last year, really has the team moving. The deal was the one with the Cards in which the Redlegs got Jabbo Jablonski, a heavy-handed slugger, and Gerry Staley, a pitcher who fell on evil days last year after three solid seasons as a star of the Cardinal mound crew, in return for Frank Smith, the Redleg relief ace. All hands looked on this as one of the most one-sided swaps in years. Smith is a pretty fair reliever, something that the Cards need more than anything else, but the feeling at the time of the deal was that the Redbirds gave far too much for him. Smith, it's true, had a solid 2.67 earned run average last year, but in the latter part of the season it seemed obvious that Birdie Tebbetts didn't have too much faith in him. On the other hand, Jablonski knocked in 104 runs for the Cards and supplied devastating right-handed power to the Card attack. Staley had a bad year last year but that was his first losing one in seven years at St. Louis, and in three previous campaigns he had won 19, 17 and 18 games. He's only 34 and there's no reason why he shouldn't make a strong comeback.

The addition of Jablonski should make the Redlegs really rugged. Last year four Red clouters, headed by Ted Kluszewski, the muscular former Hoosier football star who finished second to Willie Mays in the voting for



## The Telephone Pole That Became a Memorial

The cottage on Lincoln Street in Portland, Oregon, is shaded by graceful trees and covered with ivy.

Many years ago the owners, A. H. Feldman and his wife, remodeled the house to fit their dreams . . . and set out slips of ivy around it. And when their son, Danny, came along, he, too, liked to plant things and watch them grow. One day, when he was only nine, he took a handful of ivy slips and planted them at the base of the telephone pole that stood in front of the house.

Time passed . . . and the ivy grew, climbing to the top of the pole. Like the ivy, Danny grew too. He finished high school, went to college. The war came along before he finished—and Danny joined the Army and went overseas. And there he gave his life for his country.

Not very long ago the overhead telephone lines were being removed from the poles on Lincoln Street. The ivy-covered pole in front of the Feldman home was about to be taken down. Its work was done.

But, when the men arrived, Mrs. Feldman came out to meet them. "Couldn't it be left standing?" she asked. And then she told them about her son.

So the pole, although no longer needed, wasn't touched at all. At the request of the telephone company, the Portland City Council passed a special ordinance permitting the company to leave it standing. And there it is today, mantled in ivy, a living memorial to Sergeant Danny Feldman.

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the Most Valuable Player, knocked in a total of 420 runs. Gus Bell, Jim Greengrass and Wally Post all wielded heavy bats in addition to big Klu, who led the National League in RBIs with 141 and homers with 49.

The Dodgers are dreaming of brighter days in '55 and of a return to the glory they knew in '53. But unless some of their rookies come through in spectacular fashion, it's hard to see how the figure to be any better. Karl Spooner, who broke in so spectacularly last September with shutouts over the Giants and Pirates in swift succession, could provide a big lift on the mound. There is talk, too, that Chico Fernandez and Charley Neal, a couple of slick-fielding youngsters coming up from Montreal and St. Paul respectively, may tighten the Dodger infield defenses considerably.

The Cubs are hoping for better things.

Their brightest prospect is a 20-year-old Californian named Bob Thorpe, who was little short of phenomenal last year for Stockton in the Class C California League. He won 28 games and lost only four, but even more amazing is the fact that he went the route in 32 out of 33 starts. In the only game that he didn't go all the way, he went out for a pinch-hitter in the ninth inning with the score tied. He is the first player in Cub history to be promoted from Class C ball to the varsity.

Both the Cubs and the Pirates, who have been battling for the cellar for four of the last five years, are getting a lift this year in the form of service returnees: The Cubs welcomed Harry Chiti, a big young catcher, back from

the Army this winter and Stan Hack is counting on him as his first-string receiver. The Pirates have Dick Groat, who did such a whale of a job in '52, when he stepped into the vital short-stop spot immediately upon his arrival fresh from the Duke campus. The O'Brien twins, the basketball whiz kids who turned in similar performances around second base in '53, will also be back.

The Giants have a trio of likely-looking youngsters who could help in their title defense. They are Foster Castleman, Gail Harris and Bob Lennon. Castleman, a slick young infielder who has been a consistent .300-plus hitter in the minors, came up last August as pennant insurance in case Davey Williams's back conked out on him. Luckily for the Giants he wasn't needed. About ten days before he joined the club, his knee ligaments ripped loose. They failed to heal properly and the knee gave way on him again when he slipped on wet grass at Pittsburgh and put himself in drydock for the season. He underwent an operation on the knee last fall. Harris is a young left-handed slugger who batted .309 at Minneapolis, hit 34 homers and drove home 113 runs. A tall and powerful 23-year-old, Harris has come along steadily as he's worked his way up through the Giant farm system and he could be ready.

However, the kid who causes the brightest gleam in the eye of Carl Hubbell, head of the Giants' minor league empire, is Bob Lennon, the chunky belter who hammered 64 homers for Nashville in the Southern Association. "He changed his whole hitting style last season," Hub explained last



"Oh, nothing much. Just window shopping, mostly."

AMERICAN LEGION MAGAZINE



winter, "and he suddenly became a real good hitter with tremendous power. He always could do everything else. I think he has a great chance to take the left field job away from Monte Irvin and Dusty Rhodes."

There are other rookies of promise who could alter the over-all National League picture: fellows like Jim Pearce, Cincinnati's string bean right-hander who threw a four-hitter against the Braves in his NL debut last September; Bill Virdon, fleet young outfielder out of the Yankee chain whom the Cards got in the deal for Enos Slaughter a year ago—he hit .335 at Rochester last year; Jim Owens, precocious Phil right-hander who was voted the Rookie of the Year last season in the International League when he turned in a glittering 2.87 ERA and who Roy Hamer, the Phils' general manager, insists has the best curve ball in the business; and Ken Boyer, the young third baseman who was a sensation for Houston in the Texas League and whose presence on the Cardinal roster persuaded Eddie Stanky that he could spare Jablonski in the deal for the relief pitcher he needed so badly.

Over in the American League the picture is far more confused, with only Casey Stengel and Al Lopez retaining the managerial portfolios they held last season. Five AL managers got the bounce after the weird '54 season that saw the Indians and the Yankees dominate a lopsided league.

Of the six new managers in the AL only one has never piloted a major league team before — Pinky Higgins, who takes over the Red Sox after a distinguished apprenticeship in the minors.

All these managerial changes plus some startling trades have given the AL a new look. Just how they will affect the '55 race is something else again. Certainly the Yankees seem to have pulled the big deal of the year in a tremendous bid to regain the heights they had scaled for five straight years. In landing Bob Turley, Don Larsen and Billy Hunter from the Orioles in last fall's monster swap, they got just what they needed most without giving up anything like an indispensable man.

Pitching was the chink in the Yankee armor last year. So George Weiss, the master manipulator, reached out and grabbed the best young prospects in the league—Turley and Larsen. Turley, of course, is more than a prospect. He established himself last year as the most impressive young fireballer to come along since Bob Feller ambled out of the Iowa cornfields. Turley led the league in strike-outs with 185. With a club that won but 54 games and finished 57 games off the pace, he won 14 games. With a bit of help from the

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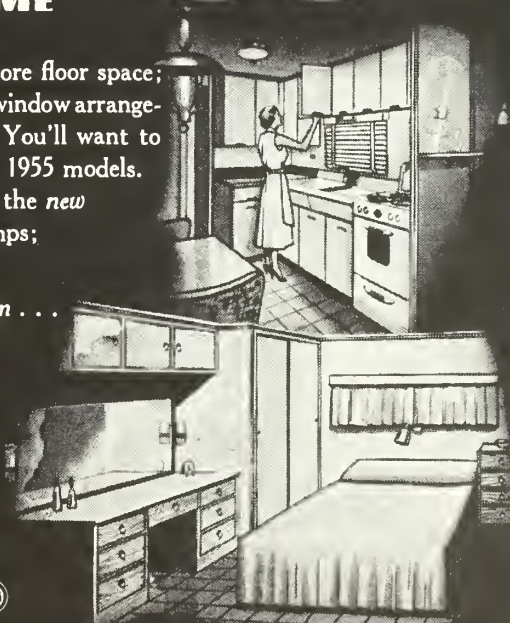
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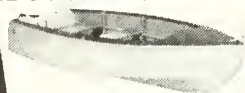
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crafty Jim Turner in the matter of control he figures to be a tremendous winner with the Yankees.

Larsen who lost 21 was the biggest loser in the American League last year. He won only three games, but the feeling in the league is that he has all the potential equipment and that the incentive provided by a Yankee uniform may be all he needs to turn him into a big winner. Hunter, a shortstop with great potentials, had a bad year at Baltimore, but there are those who think he may be just the answer to one of Stengel's greatest problems—a replacement for the fading Phil Rizzuto.

In addition to the three reinforcements from Baltimore, the Yankees will have this year the most intriguing rookie they've had since Mickey Mantle broke in with a dramatic flourish in '51. That would be Elston Howard, who promises to become the first Negro ever to wear a Yankee uniform in AL competition. Howard, shifted to catcher last spring at St. Pete by Stengel, was the International League's Most Valuable Player and the second top hitter.

Meanwhile the champion Indians, still badly shaken by the beating they absorbed from the Giants in the Series, haven't changed too much over the winter. But in a quiet way they have been repairing their battered fences. Early in the fall, Hank Greenberg bought big Ralph Kiner from the Cubs. The jolt of having been waived out of the NL may prove a real shot in the arm for the 32-year-old veteran who led the National League in home runs for five years.

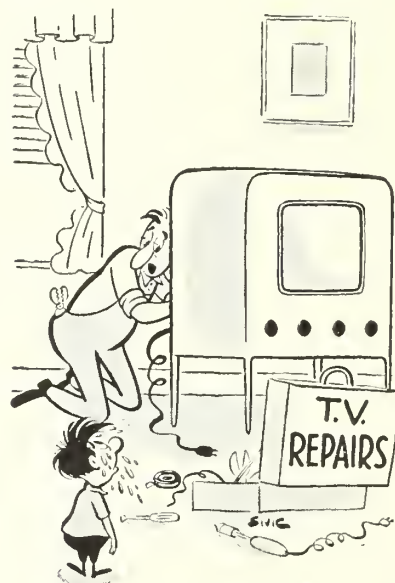
Up from a championship Indianapolis team are three sparkling rookies—Herb Score, Rocco Colavito and Hank Foiles. Score, of course, is a standout prospect. He won 21 games at Indianapolis last year and set a new strike-out record of 330 in 251 innings. A southpaw with a blazing hard one, he's been described as a sure thing. Colavito, though not too fast afoot, wields a heavy mace. He led the American Association in RBIs with 138 and set a new home run record with 38.

Foiles was once considered one of the brightest hopes in the Yankee empire. He was one of the last kids signed by the late Joe Devine and the great Yankee scout said just before his death that Foiles could be another Bill Dickey. But the kid didn't come along too fast and the Yankees sold him to the Reds who in turn shipped him along to the Indians. He found himself last year at Indianapolis where he hit .330 and caught in a manner that must have made old Joe smile somewhere up in baseball's Valhalla.

Undoubtedly the Indians have improved themselves but it's doubtful if they have done as well as the Yankees,

especially if Billy Martin returns from service before the season is too old. The scrappy, fire-eating Martin, who shone so brilliantly in the '53 World Series, was the guy the Yanks missed most last year.

The White Sox, under Paul Richards's inspired guidance, were the only team to stay within shooting distance of the top contenders. Now they have a new manager and some new faces—the latter as a result of two deals swung by Trader Frank Lane last December. From the Orioles they got Clint Courtney, the scrappy former Yankee catcher who



"Sorry, kid . . . doesn't look like I'm gonna make it in time for 'Dragnet.'"

AMERICAN LEGION MAGAZINE

won Lane's admiration for his hatred of the Yankees; Jim Brideweiser; and Bob Chakales, a pitcher who for a couple of years now has been long on promise but short on performance. They lured Walt Dropo, Ted Gray and Bob Nieman from the Tigers.

Both deals were obviously made with the idea of adding punch to the attack. With Richards gone, the emphasis will be on power. The way Lane figures is that they didn't make it on speed and hustle and pitching, so they might as well try something new. Actually, the deals could turn out suprisingly well if Ted Gray, a tough southpaw when sound, has regained the fast ball that a sore arm caused him to lose last year. The feeling is, though, that the Sox may have gone as high as they can as presently constituted and that they must get full advantage from the winter's transfusions if they are to do as well as they have the last two years. They are hoping, too, that they have picked up pitching help in Dick Donovan. The latter has been bouncing in and out of the big time for the last few years.



But Donovan, still only 27, really found himself at Atlanta last year under Whitlow Wyatt and made it big with a record of 18 and eight and a 2.69 earned run average.

The rest of the AL is a jumble of confusion. The A's have changed battle sites and managers but they have added little to the personnel of the club that finished in last place 60 games out a year ago and lost 103 games. Unless some last-minute moves are made they hardly figure to improve too much. Washington will get a lift from Dessen, who insists that the Senators weren't half so bad as they looked last year, citing the fact that they lost far too many of the 50 one-run games they were involved in in '54 and that a little desire could change things around a great deal. "We have a big pitcher named Ted Abernathy who is just out of the service," Chuck said the other day. "He has a great arm and a tremendous fast ball and everybody in the Washington organization says he can pitch winning ball in the majors right now. There are a couple of other good-looking rookies, too. One of them is Carlos Paula, who can do everything in the outfield and had a whale of a winter at the plate in Cuba. If a couple of the kids come through, we have a good chance for the first division."

Baltimore has undergone a big shake-up under Richards—so big that only ten players of the squad that opened the season a year ago were still around when this was written. Richards was shuffling things so swiftly that it wasn't even a good bet that these ten had any great security. Richards is counting most heavily on a pair of rookies he landed in the Yankee deal—Hal Smith, a talented catcher who is slated to take over Courtney's first-string job, and big Gus Triandos, a hard-hitting converted catcher who'll open at first base. All Smith did last year was lead the American Association in hitting with the .350 average he compiled for Columbus.

The Orioles were hoping that they'd get some help from the veterans—Billy Cox and Preacher Roe—obtained last winter from the Dodgers. In late February however, Roe announced that he was retiring from baseball.

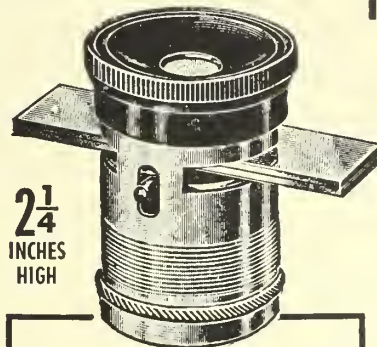
Both Detroit and the Red Sox have been in the slow process of developing young talent and both took strides forward last year. This year both will be under new managers—Harris and Higgins respectively—both of whom have long been recognized as being especially talented in the matter of handling kids.

That's the picture. Changes have been made — big here and small there. It's your guess which clubs have done the better overhaul jobs. They are the clubs who'll be up there or thereabouts when the final bell sounds.

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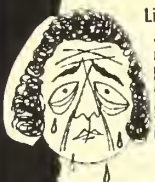
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for relatively little new money. And when they did seek financial assistance from the outside, they usually raised the money they needed through the sale of bonds. As a consequence, even though the demand for stocks remained low throughout most of those 25 years, the supply also was held at abnormally low levels.

This short supply is now being reflected in the market as the demand increases. Bonds were sold in preference to stocks primarily because of low interest rates and for tax reasons. The interest payments on bonds are deductible from corporate income for tax purposes but the dividend payments on stocks are not.

Inflation, too, has been and continues to be an important stock market factor, although it is somewhat more difficult to appraise than some of the others. For instance, it cannot be assumed off-hand that merely because the dollar will buy only half as much as it did formerly, that stocks should be twice their former value.

At the same time, however, the wealthy man who has kept his funds invested in bonds has taken a substantial loss in the purchasing power of his capital even though he has received his bond interest regularly and the bonds have been well secured. In other words, while he has just as many dollars as he had formerly, they are worth only about half as much.

And the same goes for anyone who has put aside a few thousand dollars for a rainy day. He now finds these dollars are not worth so much. The money many people accumulated for retirement, for instance, will not provide the comforts they had anticipated because it will not buy as much as it did while it was being earned.

Such people, as can be appreciated, have been giving this situation a great deal of consideration. Some in fact are in a rather desperate position and must seek a solution. No small number are and have been flirting with the idea of buying stocks in the hope of recouping some of their "losses." And they are thinking in terms of protecting themselves against further possible losses from inflation.

Now let us see whether stocks can provide that protection. It follows, of course, that the assets behind the stocks of most companies have increased in value because of inflation. But there is no certainty in a great many instances that this increased value can be converted into earning power. And it is earning power and dividend payments that pay off where the stock owner is concerned. Higher dividends mean

higher prices for the shares owned and they also mean larger income for the owner.

It is conceivable, of course, where a company's assets include important holdings of natural resources, such as minerals in the ground or forest products, that the higher value of such holdings will be reflected in future earnings. These higher values would be added to the price of the raw products as they are sold or as they are processed into marketable items.

Where they are tied up in plants, machinery, etc., the higher values may be rather elusive from an earnings standpoint. Industrial progress has been swift in recent years and these plants and machines may be outmoded. In other words, obsolescence may have more than offset the normal increase in value through inflation.

That is one of the reasons why one frequently hears it said that stocks are more "selective" at the present time than under normal conditions. Different companies have been affected differently by developments of the past few years, and it is necessary to use careful selection if the best results from an income standpoint are to be attained.

"Cheap money" is an important stock market factor that is more readily evaluated than some others. It is merely necessary to bear in mind that competition exists among the various types of investments just as it does among the various goods that are for sale. The person who has surplus money shops around for the best he can get in the way of an investment just as he does when he is in the market for a new car or refrigerator.

When times look unfavorable the average person with money looks for a storm cellar. He keeps his money in a bank, where deposits are guaranteed, or he puts it in government bonds. But when the outlook for business is good and his job seems safe, he is more apt to take chances with his savings. He is more likely to seek out investments which pay a higher return.

That is another basic reason why we have had such a strong market in recent months. When the long-anticipated depression after World War II turned out to be no more than a minor adjustment in most lines of business, more and more people throughout the country decided it was safe to utilize at least a portion of the savings they had been sitting tight on for more profitable purposes.

Basically, however, when money is cheap investors are obliged to become adjusted to lower returns on their money. Low money rates are reflected



first in such things as mortgage money, bonds, savings bank interest payments, etc. But they gradually expand to other types of investment as competition becomes keener.

And competition for good investments has become very keen in recent years. To a very large extent because of the huge government debt which has been built up and the deficit financing that has been going on year after year, the available supply of money in this country has reached staggering proportions.

Cheap money is likely to be with us for an indefinite period of time. Both

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major political parties have become committed to it, and it would be highly dangerous for either one to alter that policy. The present administration sought to tighten rates somewhat early in 1953, but was forced to retreat from that position when a howl went up throughout the country that the Republicans were trying to bring on a depression.

Traditionally, too, low money rates go with international banking leadership. That position has been forced on this country as the leading creditor nation of the world and we would be open to serious criticism if we did not do everything within reason to force some of our surplus money into foreign investments by holding down interest rates at home.

Were it not for this more or less fixed policy on money rates, investors might take the position that even our best stocks are not entitled to sell on a yield basis of, say, 2½ or 3 per cent. As it is, however, such low rates no longer frighten them, particularly since there is always the likelihood that dividends will be increased as profits are stepped up.

Another very basic factor in the market's action of late has been the growing belief that we are on the verge of a world boom in business. Many of our industrial leaders have been arguing that Europe has reached that stage in its recovery from the worst of the post-war years where it can now begin to restore its war damage. Most countries there have been busy heretofore rebuilding their factories and trying to stabilize their currencies and have been forced to ignore the demands of their

people for better homes, refrigerators, automobiles and the many other things we have enjoyed all along. Now they can begin to correct that situation.

Moreover, backward nations throughout the rest of the free world are keen about developing industries and otherwise raising their standards of living. And the United States, it is argued, will get a large portion of this business. Under the circumstances it is felt that business will be good here for several years to come.

With such excellent prospects it is small wonder that insurance companies, trust funds, pension funds and even savings banks have been pouring vast amounts of money into the stock market. They have been competing with private investors and mutual funds for the better grade stocks and have been responsible in no small measure for the continuing advance in those particular types of shares.

Many people cannot spare the time necessary to do an adequate checking job on stocks. Others would be unable to appraise corporate facts and relate them to the stock market even if they could devote their full time to such pursuits. But that should not preclude them from becoming part owners in American business enterprises if they so desire.

Some people buy shares in one or more high-grade mutual funds. These are corporations which are devoted exclusively to the job of making investments in business enterprises. They are manned by experts who do nothing else. They are in a position to gather all available facts pertaining to investments and to evaluate them for those who wish such service.

Care, of course, should be exercised in the selection of mutual funds. In a broad, general way it would be wise to invest only in a fund which has been operating for several years and which has assets of not less than \$10,000,000.

Those who manage mutual funds charge for their services. The same is true for those who sell them. And these charges must be passed on to those who buy the trust shares. As a general rule, however, when these charges are spread over a large number of shareholders, the cost to each is not exorbitant.

A feature of the mutual fund which is worth consideration is that the shareholder—even one with small investments—gets diversification. In other words, his money is mingled with the money of hundreds of others to purchase a wide list of stocks in various enterprises. This tends to reduce risks.

But, of course, no way has ever been found to eliminate risk in business, and until that is accomplished there will always be an element of risk in the purchase of any stocks.

THE END



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## CHRYSLER RAISES ITS SIGHTS

(Continued from page 25)

was: "In our opinion, the near-term outlook for the Chrysler stock is favorable."

Chrysler is thus re-establishing the momentum that carried it from near-nothingness to high success for so many years.

Walter P. Chrysler came into his own automobile business by way of Buick and Willys. The vehicle for his entry, literally and figuratively, was the Maxwell Motor Corp., once a large name in autodom's early days, but a frail and sick competitor when heavily-involved financial interests asked management expert Chrysler to restore it in 1923.

Chrysler had talent, determination, reputation. But the Maxwell had little; its new model, to be named the Chrysler, was even barred from the 1924 automobile show because it was not yet in production. Those doors closed to him, Chrysler rented lobby space in New York's nearby Commodore Hotel. His new car was lifted bodily off the engineering floor where it was being put together, moved onto a baggage car, finished up while it traveled toward New York, and was then exhibited in the Commodore lobby.

It was handsome, well ahead of many stodgier competitors of its day. It had under its hood a new 6-cylinder engine specified for a then-remarkable compression ratio of 4.6 to 1, capable of an equally improbable (for then) 70 miles an hour. On its wheels were 4-wheel hydraulic brakes, another real novelty for that day. Competitive engineers said it wouldn't run for long, that it simply couldn't.

But the Chrysler drew crowds, caused excited conversation. And on the edge of those crowds hovered New York bankers with ears tuned to every delicate reaction. What they heard pleased them to the point that they approved a bond issue large enough to get the company out of its financial wilderness. A year later, in June of 1925, the Maxwell Motor Corp. became Chrysler Corp. Two years later the infant company, with 192,000 sales, had vaulted to fourth place in the industry. Never again was a newcomer company to grow so fast so soon.

But Chrysler—the man and the organization around him—was in no wise satisfied. Progress to the company management of that day was a means to more progress, not an end in itself. In 1928, the Corporation mushroomed fast enough to make your head spin. It bought once-proud, lately-failing Dodge Brothers, Inc.—a case, as someone put it, of a minnow swallowing a whale. It created out of low-price experimentation a completely new car,

the Plymouth. It filled the gap between the Chrysler and the 4-cylinder cars with another newcomer, the DeSoto.

And its sales mushroomed, too. By 1929, there was a Big Three in the auto industry—two veteran companies and a brash newcomer that was suddenly beginning to bite off constantly larger chunks of the business.

It did so with a high disregard for safe and sane precedent. Where others bolted their engines tight to the frame, Chrysler went the other way. On downtown corners the concept of floating power was dramatized with open hoods that showed the passing public how an engine could be mounted on rubber, left free to rock by the force of its own vibration and leave the rest of the vehicle quiet.

Chrysler's great engineering triumvirate of Fred M. Zeder, Owen R. Skelton and Carl F. Breer—a trio grooved together as effectively as the parts they specified—was creating new approaches to the broad science of automotive engineering. They brought the industry's first downdraft carburetor to market in 1929, the first rustproofed fenders and sheet metal two years later, then an all-helical geared transmission, the ride stabilizer bar, a brand new kind of steel, called Amola (for its then-novel molybdenum content), and others.

In 1938, they devised a new technique of machining engine surfaces, called superfinishing—so cylinder walls or pistons could be brought to mirror perfection, machined to fineness previously unknown, thus reducing friction to a bare minimum. That same year they developed fluid coupling for their transmissions, the basic step toward today's automatic transmissions.

Each of those changes was a milestone of a sort. Together they acted to establish Chrysler Corp.'s reputation in engineering as one of pioneer and innovator.

Meanwhile, Chrysler's bodies were handsome to look at, too. Typically they were designed on sleek lines that (except for the ill-fated Airflows of 1934) were not too advanced for their day, yet were always a step ahead of the crowd.

The aggressive approach was steadily paying off. In 1929, as example, the young Corporation was doing 8.67 per cent of the total passenger car business. Two years later it was 11.94 per cent. In 1932 and 1933 it was swimming through the depression far better than its competitors; in those two years its share of the total market was 17.41 per cent and 25.81 per cent respectively. In the years that followed it maintained

(Continued on page 52)

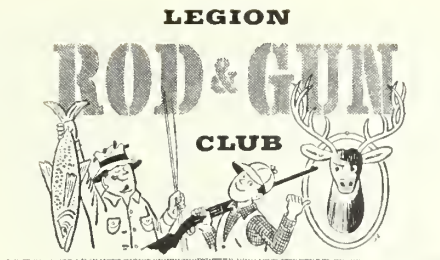


(Continued from page 26)

Elmer Ermatinger, 800 4th St. N., St. Petersburg, Fla., down in the country where fishing is a year-round, shirt-sleeve proposition, sends his less fortunate brethren a sure-fire way of taking bass. Here's the way he tells it:



"If you want to take bass in heavily fished water, go to the swampy or mucky part of the lake or river, particularly where there are water hyacinths or lilies. Take a hay fork, turn them over and look for eels from six to 10 inches long. Put them in any container with wet moss, shaded from the sun. Go back to your bass spot; use the regular bass hook, a three-foot, six-pound test gut leader, and a bobber. Use any kind of rod you want. This goes on any rig. The eel is the liveliest thing you can put on a hook. His constant wiggling action is 25 times that of the best worms. After your bobber disappears on a strike, take five seconds before setting the hook. It takes about that long for the bass to get the eel in his mouth. This method gets them when they can't be got."



Two men from Steuben County, N. Y., were fined a total of \$1,255.00 for shooting deer during the closed season at night from a car on a public highway, using a light to attract the deer. So states the New York State Conservation Department under date of January 28. In November, 183 fines were imposed for carrying loaded firearms in cars. We feel sorry for those who got socked with fines, but let's be sportsmen and *not* carry loaded guns in cars.

A handy item for fishing or camping trips is the new portable Coleman cooler. This is really a modern little icebox, roughly the size of a suitcase, which you take right along in your car. You put your food and bottled drinks right on the ice and they stay cool and fresh for hours. And the cooler is excellent for bringing home—in edible shape—the fish you catch. You can keep fish fresh for several days, if necessary, by just adding ice. An efficient refrigerator lid closes the box and opens on touch. Complete insulation on all six sides. Comes in three sizes.

For Post entertainment, Ocean City Manufacturing Company, which makes top-notch fishing rods and reels, is offering a new, 22-minute, 16 mm, color, sound movie, *Pacific Sails*, taken off Acapulco, Mexico. The movie is packed with action shots of hooked sailfish taken by Bounce Anderson, noted big game fisherman, aboard a cabin cruiser and from a 14-foot two-man skiff.

To borrow this free movie write John Keith, Sales Manager, Ocean City Manufacturing Company, "A" & Somerset Streets, Philadelphia 34, Pa. Give him at least a month's time prior to your showing date, because demand for the film is heavy.

The 1955 *Fisherman's Handbook* is out and every fisherman ought to get it. It has 512 pages, paper cover, and is well illustrated. It's edited by George S. Fichter, editor of *The Fisherman* magazine. Such subjects as fish and fish biology, natural baits, tackle, where to fish, fishing methods, boats and motors are thoroughly covered. George Fichter really knows his stuff and you'll get many a pleasant hour out of reading and studying this book. Price, \$1.25 from the Fisherman Press, Oxford, Ohio.

If you have a helpful idea that pertains to hunting or fishing, send it along. If we can use it, we'll reward you with a hunting or fishing accessory. Address: **OUTDOOR EDITOR**, Rod and Gun Club, *The American Legion Magazine*, 720 Fifth Avenue New York 19, New York.

## VETERANS!

# When young men ask the Questions (about Army service) Do you have the Answers?

As a veteran, you're an *important* man to the youngsters of today. They expect you to be "in the know" about Army service, its opportunities and options. But when they come to you with their questions, do *you* have the answers? Do you know the Army as it *is* — or as it *was*?

You're right in step with the modern Army—if you're up on the following facts!

## DID YOU KNOW?

- That qualified high school graduates may now *choose* their Army training *before* enlistment?
- That the Army now offers a choice of over 100 valuable technical courses... in everything from auto mechanics to X-ray?
- That the Army now offers the opportunity for a completely *planned* and *balanced* tour of duty through Unit Rotation?
- That young men who enlist or reenlist with Unit Rotation may now *choose* a unit and stay with it for the *full* hitch?
- That young men who enlist or reenlist with Unit Rotation will know where they'll serve?
- That the modern Army is a *skilled* service providing the finest opportunities for technical education in its history?

When you know these facts, you know today's Army. And you know why — *now* more than ever—it pays for young men to consider an Army career.

The uncertain times in which we live demand an able and experienced cadre of Army careermen... skilled professional soldiers, equipped for immediate leadership in times of danger. In order to attract the highest caliber men to such a career, the Army is currently offering more opportunities and options than ever before. The next time a young man comes to you for advice about the Army, acquaint him with these facts. By doing so, you will be helping him... your country... and yourself.



(Continued from page 50)

itself steadily at between 22 per cent and 26 per cent of the business.

By 1941, when it was starting to turn aside its civilian production load for defense manufacturing, Chrysler Corp. stood firmly in second place in the automobile market, with 901,779 out of an industry total of 3,731,166 cars—equal to 24.1 per cent. Those 901,779 cars constituted the highest numerical total the company had ever achieved.

The bombs at Pearl Harbor put an end to that era. Chrysler switched to war work. In a new way it became famous (and the word is chosen advisedly) for its engineering, then its production, of the M-3 tank, and later the M-4. It produced more than 500,000 military trucks on its Dodge lines and 18,000 B-29 engines in a new Chicago plant, built Bofors anti-aircraft guns, supplied Sea Mule engines for marine tugs, devised searchlight reflectors, portable fire-fighting equipment. In an atmosphere of the greatest secrecy it engineered and built some of the components for atom bomb production.

Here, as in civilian pursuits, the mechanical genius of K. T. Keller, then president of Chrysler Corp., readily manifested itself. Keller went to Washington early in the war with Andrew Langhammer, in charge of the Amplex Division, specialist in the manufacture of powdered metal parts. Army people took them down a corridor lined with hundreds of parts they needed.

"Which of these could you make out of powdered metal?" Keller and Langhammer were asked.

Keller moved slowly down the corridor. As he walked he pointed to one, then another. It took him 15 minutes to get down the corridor, his eyes darting from one part to another, and in that time he had picked out four pieces.

"We can make those of powdered metal," he promised. Then he left.

Langhammer stayed. Years later he recalled the incident. "I spent three days studying those parts—hundreds of them," he said. "We could make those four Mr. Keller had picked out—those four and not a damned one more."

Perception like that was the reason Chrysler Corp. had come so far so soon.

After the war the automobile business momentarily lost a lot of its complication. Anything on four wheels that would run would sell—and generally, as you'll remember, at a premium. Companies did not have to worry about style, or mechanical virtue, or sales muscle. All they had to worry about was production. Chrysler's efficient plants could produce with the best of them. Like the others, the company bent every sinew to getting out assemblies. Its share of the industry's business in the postwar period held in the 21-25 per cent range year by year and, meanwhile, reached upward unit-wise to a new all-time passenger car peak of 1,246,602 in 1953.

But those upward reachings were gradually losing pace with the rest of the industry. Ford, revived and once again tough, was challenging for second place. Chrysler people fretted. Their record-high passenger car volume of 1953 was accompanied by a sagging in another figure that auto men scan first of all—the per cent of industry. In 1953, despite the unit total, Chrysler's share of the passenger car industry was down to 20.32 per cent, lowest for any full year since the early Thirties. In 1954, the fall became sickening. Tally of 1954 model production showed Chrysler's share in the calendar year withered to a sad 13 per cent—Plymouth displaced from third place to sixth in the industry, Dodge driven down from its lately

traditional fifth place to ninth place.

What had happened? The roots of the problem reached back two or three years, because it takes that long for the concept of a car to grow from drawing board and experimental model room to final assembly. Chrysler's concepts in 1950 and 1951 of the car styles the public would want in 1953 and 1954 had not filled the buyers' bill of particulars.

Gauging public wants two or three years ahead of the time of offering is a hazardous business; company after company has stubbed its toe trying to do so in the automobile business. In Chrysler's case the diagnosis was not too hard to make after the hands had been played out. The company had put its chips on the belief that cars would get more compact. So it shortened the lateral dimensions, and in so doing it accentuated height and squatness in an era when buyers seemed more willing to lengthen their garages than to buy cars that fitted them.

Meanwhile, before this problem had fully ripened—and without any relationship, either—Chrysler was going through a great change of management, the first change of real magnitude since the original founding team had got the company rolling 25 years earlier. The men whose vigor and energy and ability had brought Chrysler from nothingness to the charmed circle of the six or eight largest American companies were nudging retirement age. One by one they began to give up their duties. In the past four years an almost completely new management team has taken over.

First there was a new president, Lester L. Colbert, a man with a flashing smile and quick perception, a man endowed with warmth that leads to his being called "Tex" on short acquaintance. He succeeded K. T. Keller, now board chairman, in 1950.

The changes Colbert began to make in the central staff kindled parallel moves down at the divisions; the incumbent general managers, one by one, retired from the scene and were replaced by younger men—ex-salesman Ed Quinn at Chrysler, engineer Irv Woolson at DeSoto, production man Bill Newberg at Dodge, sales-trained Jack Mansfield and Lou Purdy at Plymouth and Dodge truck.

It was a new team. More than that, its strength was bulwarked by the accompanying attribute of youth and youthful enthusiasm. They knew what had to be done and, in consultation with new central staff people, they set about doing it.

Styling was the obvious big job. A new design chief came into the picture—Virgil Exner, once with General Motors, later with Studebaker. He be-

(Continued on page 54)



"Oh, come now... Swallowing a fly isn't that serious."

AMERICAN LEGION MAGAZINE





You travel first class  
at no extra fare

"Must try that  
Trigger-Torque Power"



"Ford's our  
next car"



...in the '55 FORD

*Welcome aboard the '55 Ford.* It's your passport to the smoothest sailing on the road.

*Slip behind the wheel* of any of the 16 new body styles. Surround yourself with beauty from the sweeping wrap-around windshield to the flat, ship-shape rear deck. Any Ford you fancy carries the flair of Thunderbird styling from stem to stern—and a score of other new features as well.

*Put your foot down*—and breeze away in a surge of Ford's Trigger-Torque power. Here's power with far more "wheel push". . . power so

alert to safety's demands, that it responds with split-second alacrity. Three new and mighty engines are yours to command: The Y-block V-8; Y-block Special V-8 (available on Fordomatic-equipped Fairlane and Station Wagon models); and the I-block Six . . . the most modern six-cylinder on the road.

*Don't mind if heads turn* for another look at you. It's the compliment every first-class traveler receives. So don't miss the boat. Drop in at your Ford dealer's this very day!

*Treat yourself to a Trigger-Torque Test Drive!*



(Continued from page 52)

gan to draw sketches of long, lean cars, stamped with the verve of youth; and his designs caught the fancy of the men who had to put "OK" in the corner.

Once again Chrysler went into the money markets. In the Twenties the new company got afloat by little more than a financial cyclash, walking a narrow, perilous path. In 1954, it was far easier—almost casual. Chrysler needed little more than to let the word out that it could use some added working capital—and Prudential Insurance Co. opened up a 100-year credit line for two hundred and fifty million dollars.

The precise uses of that quarter-billion dollars are not yet spelled out. A share of it, reports say, will be employed in Chrysler's new dealer-financing operation—another instance of aggressive enterprise in the new management. Through its recently announced Dealer Enterprise Plan, Chrysler, like General Motors and Ford, has a way to finance retail dealers who fill franchise specifications in all respects except money.

Internal structure had to be refurbished along with car designs, financing and dealer organization. In an industrial complex as vast and sprawled out as an auto company (particularly a company with many nameplates) there must be a continuing compromise between administration control at the central staff and operating autonomy in the divisions or the plants. Chrysler had always been fairly tightly controlled at its center, like Ford until that company had a management reshuffling of its own after the war.

The new management decided (and the board agreed) that the central control of years gone by, admirable then, could be improved. A divisionalization

of organization and—more important—of responsibility began to take place.

It was manifested in more independence in the divisions, in less leaning on Massachusetts Avenue headquarters at Highland Park. There began to come into existence divisionalized purchasing, divisionalized accounting. Sales activities, too, became more autonomous. Organizationally, too, Chrysler began to take on something of a new look.

Other problems were met and solved. The company was unhappy with the irregular schedules and quality of the bodies it was buying from Briggs Manufacturing Co. It put that problem under its own control by buying Briggs for \$35,000,000 plus the value of its inventories. Since then it has achieved both cost savings and improved quality.

The "Forward Look" emerged in still different ways. It began to manifest itself in a series of spectacles. Their kick-off came with the formal opening of the new company proving grounds near Chelsea, Mich., some 60 miles west of Detroit. An opening of that sort, true enough, is dramatic in itself. But, under the shrewd handling of Chrysler press agents, it was ballooned out to symbolize the resurgence of spirit.

The engineering department got into the drama. The postwar years had seen it do notable things—introduce power steering, develop advanced forms of automatic transmissions—but somehow these had not caught imaginations. A gas turbine, installed in a Plymouth, may have done better. For the first time the technicians thought they could see in the mists of the future a practical turbine-type power plant for an automobile.

The company's press preview of the 1955 models was done with the vividness of a Broadway show opening. The

locale of earlier years, Chrysler's administration building, was abandoned in favor of the stimulating architecture and restrained beauty of country-surrounded Cranbrook School north of Detroit. Here, with music and pretty girls, dramatic narration and professional staging, Chrysler introduced its "Forward Look" automobiles for 1955.

The 1955 models were advertised with a truly prodigious fanfare. Bulwarking a broad schedule of newspaper advertising was a 12-page, four-color announcement in a number of magazines—twelve pages calculated to give the kind of impact to sales that would bring prospects surging into the show-rooms.

The pioneering spirit has taken the company into other equally unusual avenues. President Colbert turned up at a meeting of the Chrysler Council of the CIO United Auto Workers Union late last summer to speak to a hundred or so top unionists. Never before had a company executive appeared at a U.A.W. council meeting of that sort. Colbert did so with a frank plea for aid and tolerance during the gloomy period of that time, marked by layoffs and short work-weeks. He convinced the unionists that the management was fighting tooth and nail to solve the interwoven problems of the company and its employees. He left with applause ringing behind him.

That appearance did not bring an era of sweetness and light into Chrysler labor relations, but it did mark a turn away from earlier attitudes of mutual suspicion and distrust that had enveloped the two parties. And that oblique turn manifested itself most notably just before the 1955's came out, when Chrysler union members wrote letters on union stationery to neighborhood merchants that said, in effect: "Our 1955 models are the best ever, and the best in the business. You'll want to wait for them, and you'll want to buy them, too. If you want us to be regular buyers of your goods, you'd better help us by placing your order."

What now?

It's a new team at Chrysler. It's a "Forward Look"—in the products, in the management, in its way of thinking and working. It's a new spirit.

Those are ingredients that can breed success in any endeavor. Chryslerites think that this year with their novel, advanced designs they have remedied the deficiencies that held them back in recent years; if success in the marketplace proves them right, they know the rest of their formula is solid. The months ahead will spell out the results far better than anticipation can now do. Meanwhile, the decks are stripped for action, and the sights are trained on success.

THE END



"Now how did this all start?"

AMERICAN LEGION MAGAZINE





100 YEARS IN AMERICA



*... and still the  
National Champion of Quality*

The thrill of a bending rod, the peace of a quiet stream . . . these things never change for the sportsman. Unchanging too . . . through the century, has been the loyal preference for MILLER HIGH LIFE, *not only* by sportsmen . . . but by all Americans who traditionally enjoy the good things in life.



BREWED ONLY IN MILWAUKEE BY THE  
MILLER BREWING COMPANY FOR 100 YEARS



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Milwaukee, Wisconsin



Now more than ever...the gasoline

*for those who  
want the best!*



## **PETROX** makes the big and powerful difference!

Big power... plus big protection for your engine. Only new top octane Texaco Sky Chief gasoline gives you *both*, because only Sky Chief contains Petrox.

Petrox is entirely different from any other gasoline additive. It is an *all-petroleum* element — *not* an inorganic chemical that leaves harmful deposits.

Petrox gives you more *power* because it cuts deposits that *waste* power. Petrox gives you engine *protection* because it leaves a fine, tough film on every engine part it touches. That's about 123 parts in all. The result? Up to 60% more engine life, and more miles per gallon. That's been *proved*... in millions of test miles.

You be the judge. Ask for Sky Chief — super-charged with Petrox — at your Texaco Dealer, *the best friend your car has ever had.*

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*Texaco Products are also distributed in Canada and Latin America*

**TUNE IN...** [TEXACO STAR THEATER starring JIMMY DURANTE or DONALD O'CONNOR on television, Saturday nights, NBC. METROPOLITAN OPERA radio broadcasts on Saturday afternoons, ABC.]

**TIP**— Sky Chief and Havoline are the tested, top-performance team. Use them together. Your engine will outlast your car.



THE  
TEXAS  
COMPANY



(Continued from page 5)

brand any United States citizen a traitor, according to the hypothesis of these correspondents. Is it your opinion that this stream of rubbish represents only an unimportant segment of the mentally ill, or do you believe it has a sufficient number of adherents so as to constitute a menace to our society?

**John L. Easton**  
*Dover-Foxcroft, Maine*

#### FAVORS DEBATES

Sir: Your remarks in the "Editor's Corner," February issue, concerning college debates on Chinese membership in the United Nations, are discouraging indeed. One notes, first, that you consider it dangerous for Americans to study communist propaganda. Thus it appears you would cast aside the practical and time-honored principle, "Know your enemy." It appears also that you have little confidence in the intelligence and discrimination of Americans. For if they have a fair



degree of intelligence, they will not prefer communist propaganda to democratic doctrine, unless the former actually is superior. Most of us don't believe it is; do you? Finally, it is depressing and ironic to find one, supposedly writing for those who have fought in defense of freedom, actually opposing our basic freedom of speech.

**Tom Irvin Gill**  
*Danville, Va.*

#### WHAT BUSINESSMEN BUY

Sir: One of the day's phenomena to this television and radio fan is the sponsoring of left-wing commentators by free enterprise. Obviously, certain

businessmen are either completely naive about the political philosophies of such commentators, or behaving like ostriches in selling their wares to millions of listeners. Often a letter to a corporation objecting to a portside program—or commentary by innuendo—will draw a reply respectfully calling attention to the awards their man has received. By sheer coincidence, these merit badges are bestowed by a group chiefly comprised of his political bed-fellows. Perhaps some of our industrialists are too busy to realize they foot the bill for a spade that could dig the grave of free economy.

**Patricia McDonough**  
*Brooklyn*

#### WANTS ANOTHER LOOK

Sir: I think it would be a good idea at this time to reprint the article from your October 1951 issue entitled "The Myth of The Mighty Red Army," by Leopold Braun.

**John Moore**  
*Herrin, Ill.*

### KIM SUNG'S ROAD BACK

(Continued from page 13)

Northern Europe for almost three years in a war that he thought he'd understood. Now, five years later, he was lying on his stomach in the snow of a forgotten mountain in Asia—fearfully cold, caught up in an unbelievable nightmare.

He gripped the carbine tightly and wondered what lay beneath the events that had so swiftly shaped this destiny.

KIM SUNG, elder of the village, watched dumbly as the soldier knelt beside the wounded boy and ministered to him. This was the last blow. The village had been smashed into nothingness in the attack from the north, and now his son, the one hope for the future, was almost certainly dying.

The tallest of the foreigners stood before the old man. The large paper in his hands was of many colors; it was torn and crumpled, but Kim knew it was a map. He inhaled luxuriously on his second cigarette, almost forgetting the cold and misery as the smoke warmed his lungs. For a moment he wondered if indeed these men would kill them all. Then the officer squatted beside him with the map thrust out and began to speak. Kim could make out the word "water" in his own tongue and in Japanese, but it was otherwise unintelligible. The intent was clear enough to Kim—they were lost and they thought he had it in his power to save them. That was obvious enough to him and that led to his next conclusion. His scarcely-kindled hope of living flickered—he could now understand why they had not been killed. The white barbarians first wished him to

direct their retreat. Then all doubts about their fate would be removed. The women, the children, and he would all be killed where they were.

A shout from down the road roused him from his bleak reverie. The officer shouted back in his alien tongue and the babies began to cry. The women whimpered and from the expression on the face of the younger white man, Kim knew what was going on. The Chinese and perhaps his city-dwelling countrymen were approaching, and shortly there would be a battle.

They could hear the enemy before they came into sight. A high-pitched jabber echoed through the mountain air preceding the marching column. There was the sound of horses and of laughter. The Chinese were evidently far enough to their own rear to have little thought for ambushade. Evans flexed his muscles to offset the cold-induced numbness and squinted down his sights. By wiggling his fingers he regained control and took in the slack on his trigger.

Beside him, Cassidy, who had blackened his sights with a match was adjusting his position for greater comfort by rearranging the rocks beneath and before him. Trimmings was several feet away, staring dully over his leveled rifle in an expressionless mask. Evans thought he saw sweat on the boy's face.

Evans looked over toward Gurski and saw the sergeant adjusting his sling. It was the first time he'd ever seen a man use a sling like that in combat.

The noise came closer; it was becoming progressively darker. Vision was poor but Evans reasoned that to be to their advantage, since the Chinese

would bulk large in the road against a white background.

Evans looked over to the Koreans. The women were huddled together. Two of them were nursing and the old man was squatting beside his son, smoking another cigarette which Trimmings had given him.

It was at that moment that the head of the column came around the turn. Evans tensed and adjusted his aim on the first man, a giant Chinese officer wearing a long overcoat. He was riding a tiny pony with a Russian burp gun slung across his chest. Four grenades were suspended from his harness and his fat legs all but touched the ground. It was his boots that caught Evans's eye with their glistening polish. They literally shone and he realized they were U.S. paratroop boots of the type worn by many Americans. Behind the big man rode three other mounted officers, several mounted soldiers and a dozen pack animals. There were about 30 men afoot, many of them wounded.

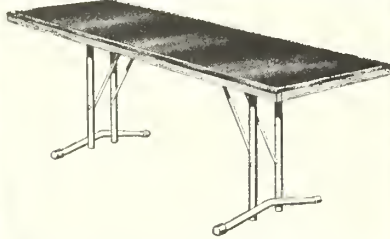
Gurski's M1 blasted three times in succession. The sergeant had been an ace marksman at the Perry matches and at this range such skill was really wasted. Evans was squeezing the trigger of his carbine and the two men on his flanks added to the din.

The lead pony was hit in the head. The big Chinaman was suddenly standing on the ground as his mount died under him and then one of Gurski's rounds all but blew his head off.

The horseman immediately to his right clawed at his throat and toppled. The two other happy Chinese had time to feel their ponies rear before they



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were cut down. One of the bullets detonated a potato masher grenade against one's chest. His foot caught in the reins as he toppled and he was dragged through the snow. Cassidy was throwing grenades at the column's rear and the narrow road had turned into a shouting, milling mass of confusion.

Three able-bodied reds ran for cover, unslinging their rifles. Evans had the carbine on full automatic by that time and two of them pitched forward in the snow. Cassidy doubled up the third.

A flurry of shots came up from the road, unaimed and harmless. The unarmed and worst wounded were huddled together in groups. Out of the churning mob of ponies, mules, and men, six other Chinamen ran toward Trimmons's position hurling stick grenades. They came under cross fire in the open and were cut down screaming. Trimmons and Cassidy each pitched a grenade among them and then it was over.

"Don't shoot, GI." The voice came from a huddled mass of wounded and a tiny, uninjured figure edged out with hands held high. Evans stood up slowly.

"Don't shoot, GI—I friend—don't shoot. I number one friend of GIs—from China." The little man stood, looking ludicrous in an overcoat twice his size.

Evans said, "Have them drop their weapons and line up in a column."

The Chinaman spoke swiftly in his own tongue and the herd of disheveled figures formed a sullen line. Evans had them crouch, facing the mountain with hands behind their heads, before the Americans emerged on the road.

Evans addressed himself to the English-speaking Chinese: "Where were you going?"

The man looked at him goggle-eyed. "Go for supplies," he answered, "ammunition, rice, and to take wounded to hospital. But I no want to fight Americans. I one time in Nationalist Army. Reds make me fight but I wished all the time the Americans would come so I could join them."

With the little man's help they broke out rations. They fed themselves and permitted the Koreans to eat. In a few moments the Korean boys had a fire going and Gurski made coffee. There was also some whiskey which the Chinese officers had apparently been consuming on the march. In a few minutes the situation was immeasurably improved. Trimmons collected the enemy weapons, including grenades and considerable quantities of American ammunition and rations.

As the twilight deepened and the snow began to fall again, they questioned the Chinese. As near as Evans could figure it, the man was telling the truth. He spoke of thousands of his fellows being dragooned into the

Chinese People's Volunteers from their regular army outfits all over the country and of a swift move to the Manchurian border. They had been told that the Americans would shortly invade China and they had been given Russian equipment and supplies. By night they had crossed the Manchurian border and moved south hiding in the villages by day, until that night, when they had been hurled against the forward American units in massive strength. His regiment had been among those which swept over Evans's battalion.

"I fight for Americans," he said, "All the time hate reds and look for chance to fight with Americans."

He caught the skeptical look on Gurski's face.

"You no believe—I show," he said. "You give me pistol and I shoot all the sergeants."

He gestured at the line of prisoners.

"It beats me what we are going to do with them, Lieutenant," Gurski said, "before it was just the Koreans, now we got a whole menagerie."

"The American Army not far away—I show you," the Chinaman said.

The two Americans regarded him coldly.

"You know way to American lines?" they asked.

"I know number one short way—with no trouble." He paused.

Regarding their hesitation and thinly concealed interest he went on:

"You follow me—"

Evans rubbed his chin.

The little Chinese turned quickly, picked up a large rock with both hands and walked toward the prisoners. As Evans realized his intention he shouted, but it was too late. He had reached one of the crouching prisoners and without hesitation smashed the rock with all his strength against the back of the man's head. The soldier crumpled forward and the snow around him turned red. The Chinese shouted epithets at the others.

"Cut that out," Gurski shouted, and grabbed the little man.

"He's just proving he's on our side, Lieutenant," Gurski rasped. Trimmons was being sick in the snow.

"See," the little Chinese said. "I tell you I hate the communists. You give me pistol and I kill them all."

"No," said Evans. "No more kill but line up the gang of them and you lead the way. We'll follow you to the American lines."

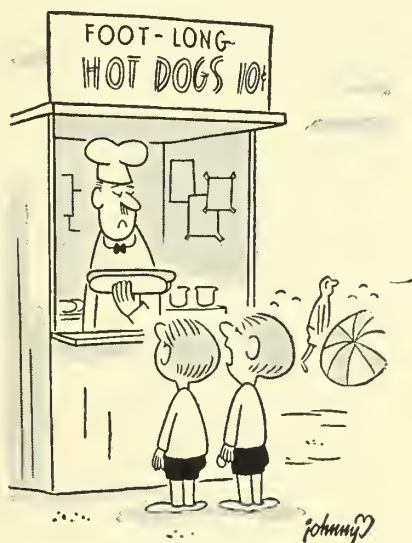
As the officer saw it there was no alternative, and further delay along the road was pressing their luck.

As the column formed under Gurski's direction and the shouts of the little Chinese, Evans picked up several packages of food from the litter on the road



and walked to the cluster of Koreans. The old man still squatted beside the boy and the others regarded his approach with awe.

Evans knelt beside the wounded lad and examined him. Then taking his muffler from around his neck he wrapped it about the boy's head. His black eyes were open and they stared at the officer. Evans thought of his own son and stood up. Pausing in front of the old man, he struggled for some means of expressing the grief he felt for the unfortunate accident. The Korean words for "I am sorry" formed



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AMERICAN LEGION MAGAZINE

on his lips—Mir hom ne da—and he moved down the road. He looked back once to see the old man staring after him, and then they were all in motion.

KIM HAD WATCHED the whole affair calmly. It was the foreigner's farewell that made him see it clearly. Through the fight and afterward Kim had held himself apart, fearing the worst. When the Americans had shared their captured food he had still held to his position of despair. The outcome had seemed certain.

The tall stranger's final act and words decided him. He remembered the night of the tigers.

When Kim observed the small Chinese in his act of murder he had also understood something of what the man shouted at his fellows. While killing his own comrade the Chinese was planning the slaughter of the foreigners. It was a trick, at the expense of a wounded private, to trap the white men. Kim was slow of thought and the column was almost out of sight when he collected his thoughts and spoke.

Turning to the oldest of the youths,

he said, "Go quickly to the tall leader and make him halt. The small one means them harm. Make him understand that they must come back here and I will show them across the mountains to our village and to their people. Hurry! Run!"

THE HEAD of the column was well started when the boy caught up. His frantic gesturing and excited talk caused them to halt but it was only when the small Chinese snarled and lunged at the boy that Evans fully understood. The Chinaman had grabbed the youth and was shouting in his face when Evans pulled him off. At that instant the prisoners threw themselves on Trimmings and Gurski and the air was rent with fury. With his carbine on full automatic Evans killed the Chinaman over the boy's body and sprayed the screaming prisoners. Gurski began with the bayonet and butt but backed up shooting. Cassidy broke up the press over Trimmings and in a few moments the fighting had ceased. The survivors would be far less trouble and they were turned around and marched up the road with the Korean youth in the lead. Trimmings was no worse off than he'd been before.

This time with sign language and pidgin Korean Evans found the old man voluble and alert. His plan was simple and his offer plain.

If they would carry the boy, he would lead them back over the mountains to his own village and show them a safe route to the American lines. He showed Evans on the map where they were supposed to be and showed by his whole attitude and manner that he knew the solution to their problem.

They marshaled the prisoners as labor, rigged a crude litter for the boy, and began the climb. The old man and the youth led the way, with Evans close behind. Gurski and the young soldiers covered rear and flanks. As he walked back over his route of the last days Kim knew he was undoing his mistake, his greatest mistake. He was admitting it and leading his people back to the village. Perhaps others too had survived and would find their way back. He had cast in his lot as well—with the foreigners. For the first time in his life he had raised his head and spoken out and perhaps it was not yet too late. And his son still lived.

Most important, he knew now that if he himself were to die on the trek back, as now seemed unlikely, his bones would find their way to the hill behind the village among the ancient tombs, where he could sit with the others as the years rolled down through time.

The snow had stopped again and the moon was bright.

THE END

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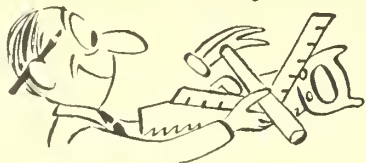
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## WHERE AMERICA'S PAST LIVES AGAIN

(Continued from page 22)

Sometimes he will find America's past living in a large area. If he tours northern New York State, for instance, he will be in country where Dutch, French and English settlers left their mark, and where the great Iroquois Confederacy held sway. He can visit forts and battle-grounds and see how the Indians lived, as in the Indian Village at Lake George. While at Schroon Lake he will find Frontier Town re-creating settings of life in early colonial times.

So numerous are these places today that a complete listing would fill pages. But to find them is easy, through touring services, automobile clubs, and tourist information bureaus conducted by many States. Still another way is to plan your trip with the help of a good history book. You are likely to be surprised at the many fascinating places you'd ordinarily pass by without realizing what they mean to you and all Americans.

THE END

## WHY THE AMERICAN LEGION FAVORS HELP FOR THE U.S. MERCHANT FLEET

(Continued from page 19)

the war was over, and most of it rotted away unused thereafter.

The vastly larger World War II fleet cost us \$19 billion, a fantastic figure. The Liberties, Victories, C2s, C3s and C4s were vital to the winning of the war. But they can't last forever and we can't count on them again.

We have saved some of our World War II ships. The government put some of them in cold storage and found good use for them during the Korean War at a cost of about \$100,000 to break each one out.

Others are hauling government freight for our Military Sea Transport Service.

Others are being operated on scheduled freighter lines by private companies, helped by government subsidies.

U.S. owners bought still others and operated them as tramps, without subsidies. The tramps managed to make money during the shipping shortage right after World War II and again during the Korean War. But recently—under "normal" competitive conditions—many of them have been driven to the wall or have fled to foreign flags.

Still others of our World War II cargo and transport fleet were sold, under the Ship Sale Act of 1946, to foreign owners at one-third the construction cost.

That entire fleet is now out of date for future defense needs. But it exists, and its existence has led us into the temptation of relying upon it and doing too little about a continuous replacement program.

In large measure we are repeating the phenomenon of "block obsolescence," depending for security needs upon a huge fleet that was built all at once and has gone out of date all at once. A few facts of security bring home the meaning of "block obsolescence."

1. Nuclear weapons have outmoded giant wartime convoys of cargo and

troop ships. A mass of ships in one convoy would make a perfect target for a nuclear bomb. Ocean transport in future wars calls for ships dispersed into small groups. This in turn means that naval support for "payload" ships must be spread thinner, leaving each ship more on its own to escape submarines. Speed of ship is called for.

2. Russia probably has more than 400 snorkel subs capable of doing at least 20 knots under water.

3. Of 629 privately operated U.S. freighters and passenger ships engaged in foreign commerce (or only temporarily inactive) at the end of 1952, 558 were Victories, Liberties, or C-type ships. Of these, 159 Liberties could do 9 knots, 59 Victories could do 14 knots, 340 C-types could do 17 or 18 knots.

4. By going to the reserve boneyard, we could dig up a total of more than 3,000 ships, including tankers, and put them to sea. A modern submarine could run rings around most of them without surfacing.

Naturally, a part of The American Legion's Merchant Marine policy urges "... a long-range ship construction program to provide replacements and avoid block obsolescence of our aging merchant ships."

### III—HOW ABOUT SUBSIDIES?

You don't speak of government help for shipping without thinking, right off, of direct cash subsidies to shipowners.

Part of The American Legion's mandate on shipping urges policies that will "More fully implement the sound principles and procedures of the Merchant Marine Act of 1936."

That act provides, among other things, for direct government payments to shipowners, both for the operation and building of ships. The Legion approves of these subsidies, and implies that they should be used to build and operate more ships than they do now. This does not mean that ships that are already subsidized should get more



money from the government, except in cases where it is necessary to meet foreign competition.

It is too easy to think of subsidies as a lush gift of the taxpayers' money to the capital and management of a shipping firm, and to muse that it must be nice to be the owner of a subsidized line of ships and have the taxpayers guarantee you a successful business.

Such thoughts, which are entirely natural, have weakened both public and Congressional support of an extended subsidy program. But they are baseless.

Suppose you are the "lucky" owner who gets an operating subsidy.

If you carry general cargo in a subsidized ship that sails between San Francisco and Tokyo, your irreducible operating costs might be \$18,000 a month more than those of the Japanese vessel that docks beside you in both

## WALLY



(From April, 1944 A.L.M.)

ports and bids against you for cargoes.

As an American vessel, yours must carry an American crew while your rival could carry a low-paid Japanese crew. No matter whom you compete against, the same problem plagues you. Differences in labor costs between U.S. and foreign vessels ranging from \$10,000 to \$19,000 a month are commonplace. The average operating cost difference between all subsidized U.S. ships and their closest foreign rivals is close to \$15,000 a month.

In times of tough competition (which has come to mean whenever there is no war) your Japanese competitor could page his rates at a level where he'd earned \$1,000 a month. If you matched him in order to get an equal share of cargoes you'd lose \$17,000 a month, if you had no operating subsidy.

But you have a subsidy. How does it work?

The Maritime Administration bases your subsidy on a strict comparison between your necessary costs and the costs of the Japanese ship which is your closest rival. If it agreed that the difference is \$18,000, that would be the

amount of your subsidy, no more.

If the Maritime Administration considered that some of your costs were unwise, it would disallow them. The subsidy equalizes necessary costs, it does not pay for your business mistakes.

Suppose you accept the subsidy, yet are shrewd enough or lucky enough to earn a pile of money this year. Do you keep \$18,000 a month of the taxpayers' money on top of your own earnings? The Maritime Administration will subtract from your subsidy half of all you earn above 10 per cent on your investment, up to the point where you have repaid the whole subsidy.

Between 1947 and 1953, 28 per cent of subsidies accrued by our ships was recaptured by the government. We had an average of 300 ships subsidized each year during this period. Gross subsidies came to about \$54.8 million a year. Recaptures from good operations and some good times brought back an average of \$14 million a year. The same ships paid taxes averaging \$11.8 million a year. The net cost of this program, as a nationally-sponsored venture, was a little less than \$29 million a year on what looked offhand like a \$54.8 million-a-year subsidy program.

The subsidy does not pay you a profit. It does not cover your losses. It puts you in the scrap for ocean business on an equal footing with your foreign rival. It lets you fail or succeed with the Japanese or English or Dutch or Greek operator on the same basis that one American businessman competes with another. The advantage of the subsidy is that it lets American businessmen fight for the ocean trade without being overly penalized for flying the American flag, buying American and hiring American.

Who benefits? The nation benefits to the extent that your operation helps maintain the nucleus of ships, shipbuilding and the shipping manpower the nation needs.

Who else benefits? The bulk of ship subsidies actually goes to American labor, rather than to capital and management. The payments are chiefly based on the cost of American labor. They permit the employment of seamen, shipyard workers and other shipping labor at rates of pay that are consistent with American living standards. In effect, an American level of wages is guaranteed by the subsidy, but profits must come from successful business competition.

This is a proper statement of what the shipping subsidies add up to, in the face of a rather easy suspicion that the subsidies are a form of handout to management.

This subsidy principle is the one that is approved by The American Legion, other national organizations and the

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Congress. It is the subsidy principle of the Merchant Marine Act of 1936. The Legion believes that private capital is ready to increase our merchant fleet if the penalties of flying our flag are not too great. Thus a present program to provide \$173 million of government aid for shipbuilding and overhaul is expected to attract \$227 million more of private investment funds.

Exactly the same principle applies to *shipbuilding* subsidies as applies to *ship operating* subsidies. Your subsidy to build a ship in an American yard cannot exceed the saving you could make by building it in a qualified foreign yard. It makes up the extra cost that you have to pay for building an American ship in an American yard with American products and American labor.

#### IV—HOW ABOUT A PROGRAM?

The Congress has done a great deal to encourage revitalization of our Merchant Marine in the last year. Henry C. Parke of Brooklyn, N. Y., chairman of The American Legion's National Merchant Marine Committee, represented the Legion well, and tirelessly supported favorable shipping legislation in the Congress. He was ably supported by a strong and representative committee. Compared to other years, 1954 was productive. Some of the achievements:

(1) The ship operating subsidy appropriation was increased.

(2) A plan to repair and improve our laid-up cargo ships was adopted. This was done not only with the thought in mind of up-dating the reserve fleet to some extent, but to help maintain the shipyards. The mothballed cargo ships of the reserve fleet were put away in the condition in which they came out of World War II. Recently 57 of them were in the shipyards for renovation, including four guinea-pig Liberties which will be remodeled in an attempt to improve upon the performance for which they were designed.

(3) A blanket law was passed requiring that at least half of all government-financed cargoes shipped overseas must go in American flag vessels. This is called the "50-50" law. Such a provision had been written into individual bills for foreign aid in the past, but it had not been a general law applying to all government-financed cargoes.

This reasonable law, by assuring cargoes for American flag vessels, is a costless way of improving earnings and thus reducing the need for direct grants to U. S. shipping.

The 50-50 law is under indirect attack by foreign shipowners.

Since no other shipping nation permits as much as half of its entire foreign commerce to travel on any ships but its own, and since our own shipping is far below national safety requirements,

The American Legion is continuing to support the 50-50 law and will fight any attempt to repeal or weaken it.

(4) Construction of ten new supertankers has been privately financed as a result of a trade-in-and-build program, with an assurance that the government would have cargoes for them for many years. Fifteen more such tankers will probably be built in the not-too-distant future.

(5) An addition of about 20 modern dry cargo and passenger ships to our merchant fleet seems likely as a result of plans now afoot. These would include new ships, and remodeled ships.

Yet all of this good news is not a progressive plan to achieve definite goals.

The Navy's estimate is that we need at least 214 new freighters, tankers and transports, capable of 20 knots or more, right now. The 25 tankers and 20 freighters and passenger ships mentioned above do not approach this goal. They add up to 45 ships, many of which are in the "maybe" stage.

The realities call for a bold, intelligent plan.

Such a plan would fix a sensible objective and provide the necessary steps to bring it into being and to keep it in operation.

Such a plan would provide a steady means of modernizing some ships and replacing others as fast as they become outmoded or worn out.

Legislating out of desperation, without any real plan, must forever keep our shipping at a level far below the limits of national requirements.

A plan that goes after what we need would be "bold" in terms of a Merchant Marine. But the boldness should not particularly frighten anyone. It is the same method by which we maintain the Navy, Army and Air Force that we need, except that the nation need not foot the entire cost of a Merchant Marine.

Most of the ships to which we are giving operating subsidies today are Victories and C-type ships. We aren't getting our full money's worth in terms of *usefulness* to the national defense. These ships would be helpful in a Korea-type emergency in which we would have absolute control of the seas. They are already out of date for any situation in which modern enemy subs, planes or ships would challenge us.

Our subsidy dollar is keeping seamen employed and keeping shipping industry operating to a certain extent. Those are two goals. It is buying us very little in terms of the other goals: shipyard capacity, fleet usefulness in war, or fleet size. Each dollar of operating subsidy would be better spent if it were helping a fleet of the right size and right design.

With no planned shipbuilding pro-

gram, we are lagging behind in ship design. The new supertankers are large, speedy, and modern in every sense. So are our three big, fast, new passenger ships, the *United States*, the *Constitution*, and the *Independence*. But no basic change in the design of the bulk of the ocean-going fleet has occurred since World War II, except for the new Mariner class.

Thirty-five new Mariners have been built. They are beautiful, fast cargo ships, but were unfortunately designed to be Navy auxiliaries, without enough thought to their peacetime operation.

The design of the Mariners requires such big crews that, as they came off the ways, few operators would undertake to sail them commercially. Twenty-six of the brand-new Mariners went directly into the tied-up reserve fleet. Seven are privately operated with subsidy, the Navy is using one and one has been lost at sea.

Now, two more of them will be remodeled for operating efficiency and put into the passenger trade. These two are part of the 20 cargo and passenger ships included in the schedule of tentative "new" shipping above.

The Federal Maritime Board has asked for \$102 million for 1956 to help up-date our merchant fleet and the President included this sum in his budget message to Congress. The American Legion will support this and other specific steps aimed at improvement.

However, this and the other encouraging recent actions are not aimed at a positive goal. They are, rather, emergency measures to patch up a bad situation that has reached a critical stage.

Within a few years nearly all of our merchant ships will be outdated not only for defense purposes, but for commercial use. Of our 405 privately operated tankers, for instance, 85 per cent need replacement now.

Today it is recognized that replacement cannot be put off any longer without reaching a point where we will have to send the bulk of our ships to the graveyard all at once, in a very few years from now. To replace even the equivalent of our present fleet then would be beyond the capacity of our yards.

A Merchant Marine program with a goal would be something other than a fill-in to ease a crisis. We would ask, how many ships of what types does the nation need? We would establish the answer and build the ships. We would ask, on what routes can we operate them? We would commit more ships to more routes, and support their operation as much as necessary. We would ask, what replacement rate need we employ *steadily* to keep the fleet up-to-date and to keep the shipping industry stable at a safe level? We would sched-



ule a continuing replacement program and end the era of recurring crises.

Neither now nor in the past have we made a shipping program on the basis of these questions and answers—and our failure has been rather more costly than less.

The cost per ship would almost certainly be less under a planned program than under a mend-and-patch policy. Sound planning would, among other things, encourage bolder management and more adventurous enterprise on the part of operators.

The absence of dependable planning in an industry that requires government support has made timidity and caution characteristics of our shipping industry.

It is most likely that if the industry were placed on a sound and dependable basis, bolder attitudes would appear, would pay off, and make over-cautiousness unprofitable.

The cost of an enlarged, coordinated, shipping program could also be reduced by more measures—such as the 50-50 Act—that encourage more shipping in American bottoms.

A great deal remains to be done to give U.S. shipping more of the U.S. cargoes. If all such steps were taken, they would reduce the amount of government support needed to maintain a sound merchant fleet and would reflect to the advantage of every American taxpayer.

#### V—A LITTLE HISTORY

Few Americans seem to have been aware of the tremendous cost difference between operating American ships and operating foreign ships. The idea that American flag ships would be driven off the seas without government support seems to be one of the best-kept secrets of the last century. It has been in fact nearly a century since U.S. shipping has been able to hold its own, by its own.

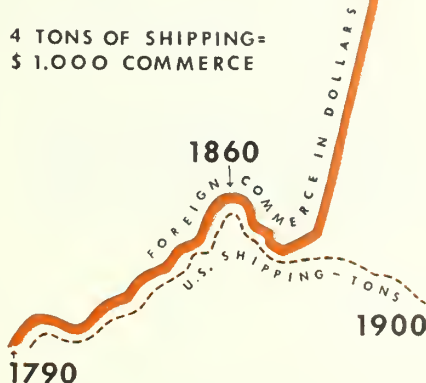
In the early years of our country we were a seacoast nation, struggling to make out in the world. Shipping was the very first major industry in which we rose to a position of world importance.

The success of our ships, between 1780 and 1860, caused many of our troubles and battles of those years, including, of course, the British acts of repression against our enterprising ships that led to the War of 1812. The American Revolution, in earlier years, also sprang in part from Britain's efforts to hold down the American shipping that was giving Britannia a merry race.

But America ceased to be a seacoast nation as it opened up the wilderness at its back. Millions of Americans went west, away from the sea, and took with them a memory of their country as a world leader on the high seas.

The memory still lives. Yet from

1860 onward, except in times of war, our merchant fleet was dying. Up until 1860, we maintained about four tons of shipping for every \$1,000 worth of foreign commerce. After 1860, our commerce spiralled upward, but our shipping fell off. The picture between 1790 and 1900 looked about like this:



What happened? Wealth gained inland raised the American standard of living. Inland workers were protected, by tariffs, from having their wages, or employment itself, knocked down by the importation of too many products made by cheap labor abroad. Naturally, American sailors would not put to sea for wages that were inferior to the standards of their country. U.S. maritime wages rose, although shipping had to compete against foreign costs without benefit of tariff.

The result was that fewer and fewer shipping operations could survive. Foreign ships got more of the business, U.S. ships got less.

In 1825, American ships carried 92 per cent of our foreign trade. In 1860, they carried 66 per cent. In 1901, they carried only eight per cent.

In a crisis, America still carries the goods. A few years ago, as a result of the World War II shipping shortage, U.S. ships that we built for 19 billion dollars carried more than 70 per cent of our foreign trade. Today, the figure has fallen off to 28 per cent and is diving back toward the 1900 level.

Because unaided shipping is a losing business in America, there is no point in going after the ocean trade with government help just to lead the parade. But since shipping is a vital instrument of national policy and a vital necessity for national safety, there is every reason to achieve intelligently that level of shipping which the realities of national welfare dictate.

A basic policy of The American Legion, reaffirmed in nearly every year since 1921, urges that we make and keep a stable Merchant Marine on that level.

THE END

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**GERMAN AIRMAILS** 20 different, 25¢ with approvals. Excella, Box 489, Red Bank, New Jersey.  
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### Let 'Em Ride

*Here's a fact that you never should scoff  
A thought you should ponder upon —  
That telling folks where to get off  
Is not the best way to get on.*

—BERTON BRALEY

### Inland It's Hotter

Two staid Bostonian ladies were visiting California where the summer day had sent the temperature close to the 100° mark.

"I've never seen it so hot," complained one of the ladies. "It never gets this way in Boston."

"Of course not," the other lady spoke up. "But you must remember we're 3,000 miles from the ocean."

—HAROLD HELFER



"There we are, sir . . . eggs, light bulbs, tomatoes and one giant-size peaches!"

### So Eat Your Words!

He pulled up a chair to the table  
And frowned at my lop-sided cake,  
He said, "Your meals just can't compare  
With the ones mother used to make."  
I said, "I need a little more time,  
At cooking I'm just a beginner;  
And, dear, I called your mother today,  
She came over and cooked the dinner."

—ANNA HERBERT

### Numbers Game

"So Tucker is married," one Monday morning commuter remarked to another. "I thought he was a bachelor busy looking out for number one."

"Oh, he was," agreed his informant, "but he met a widow who was out looking for number two!"

—ADRIAN ANDERSON

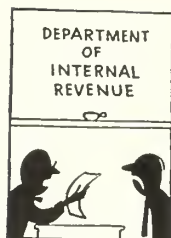
### Tough Types

*Man cannot live by bread alone, I trust —  
But many sure try to get by on crust.*

—EVEL BENSLEY

### Not a One

The stranger in the neighborhood stopped to talk to one of the shopkeepers. They hadn't been talking long when the door opened and old Mr. Peebles walked in. The stranger nodded toward him and said to the merchant:



## PARTING SHOTS

"Now there's a fellow I can't understand. Everybody I've talked to so far tells me he's over 80 years old, and yet he hasn't got an enemy in the world. How does he do it?"

Mr. Peebles happened to hear the last remark and answered the question for him. "Easy," he said. "I outlived 'em all."

—R. DENNIS MARTELL

### Orders Are Orders

*When the sergeant barks "As-you-were,"  
I'd answer "Gee, Thanks a million"  
And resume the life I prefer  
Because I were a civilian!*

—DOROTHY BRENNER FRANCIS

### Quick Recovery

A meek little man and his wife, who was neither meek nor little, were sitting in a corner of a restaurant, and she was bawling him out, as usual.

During her wild monologue a party entered and, unseen by her, made for an ad-

joining table. Just as they went by she hissed: "You worm, you polcat, you little snake. Why, you're nothing but a cheap-skate!"

With quick reflexes, he looked at his wife admiringly and said: "You're absolutely right, my dear. And what else did you say to him?"

—ALBERT KELLEY

### Blowhard

The master of ceremonies spent an endless 15 minutes letting off esteem.

—F. G. KERNAN

### It Can't Be

One morning, while shaving, a fellow was cursing and swearing so loudly it attracted the attention of his wife, who was preparing breakfast in the kitchen. "What's the matter?" called his young spouse.

"My razor—it won't cut!" he shouted.

"Don't be silly, dear!" she declared. "You mean to tell me your beard is tougher than linoleum?"

—GEORGE PRIMM, JR.

### On Order

*Some men lead planned, well-ordered lives.  
Who does the ordering? Their wives.*

—RICHARD ARMOUR

### When It Was Really Cold

During a heavy blizzard the foreman of a railroad crew, head bent against the below-zero gale, walked up to a halted locomotive on the main line tracks. Seeing only one man standing beside the huge engine, he yelled out:

"Hey, George, where's your fireman?"

The engineer of the train turned, hesitated and then bellowed:

"Up in the cab. He got knocked out by a piece of flying ice."

"Flying ice?" echoed the foreman.

"Yeah," shouted the engineer. "He tried to spit against the wind!"

—DAN BENNETT



"Don't do that, dear . . . that's your new doll."





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